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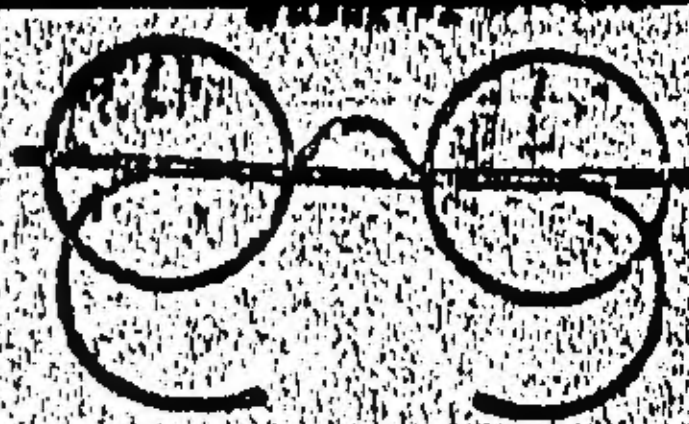


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## DIARY OF LOCAL EVENTS.

To-day

(June 16.)

King Gustav of Sweden born, 1858.  
Rotary Club Tiffin: Mr. W. G. A. Turner on "Post War Activities of an Armament Firm."  
Queen's Theatre: "The Lottery Bride."World Theatre: "Hell's Angels."  
Star Theatre: "The Last of the Duanees."

King's Theatre: "The Princess and the Plumber."

Central Theatre: "Balalaeva."

Majestic Theatre: "Merocoo."  
Dances: Tea Dance, H.K. Hotel; Dinner Dances, Hong Kong Hotel and Peninsula Hotel.

European Mail:—Outward: Europe via Siberia (Chenan) 8.30 a.m.

Wednesday

(June 17.)

St. Alban.  
Bunker Hill Day.  
Meeting of Shareholders, Messrs. Wm. Powell, Ltd., Exchange Bldg., 11.30 a.m.

Meeting of Shareholders, Messrs. Lane, Crawford, Ltd., Exchange Bldg., noon.

Indo-China Steam Nav. Co., Ltd., meeting noon.

H.K. Jockey Club, Extraordinary meeting of voting members, 5 p.m.

Lammer's Auction Sale of Furniture, Metropole Hotel, 10.30 a.m.

Lawn Tennis:—"A" Division: Recreation Club v. Nippon Club, University v. Kowloon C.C., M.B.K. v. U.S.B.C., Indian R.C. v. South China, Craigengower v. Civil Service.

"O" Division: Y.M.C.A. v. University, Kowloon Indians v. Deutscher Club, South China v. Chinese R.C., Recreation Club v. Hong Kong C.C., Civil Service v. Kowloon C.C., Mixed: Doubles: Ladies R.C. v. Kowloon C.C.

Water Polo:—First Division: V.R.C. v. Kowloon, 8 p.m.; Second Division: V.R.C. "A" v. S.W.B., 6.30 p.m.

Queen's Theatre: "Inspiration."  
World Theatre: "Hell's Angels."  
Star Theatre: "What A Man."  
King's Theatre: "The Princess and the Plumber."Central Theatre: "Balalaeva."  
Majestic Theatre: "The Mighty."  
Dances:—Tea Dance, Hong Kong Hotel; Dinner Dances, Peninsula and Repulse Bay Hotels.

Thursday

(June 18.)

First Day of Snapper.  
Lammer's Auction Sale of Furniture, Metropole Hotel, 10.30 a.m.

Old Wellingtonians' Dinner, Hong Kong Club, 3.15 p.m.

Peak Club, annual meeting.  
Queen's Theatre: "Inspiration."  
World Theatre: "Hell's Angels."  
Star Theatre: "What A Man."  
King's Theatre: "No Limit."  
Central Theatre: "Balalaeva."  
Dances:—Tea Dance at Hong Kong Hotel; Dinner Dances, Hong Kong Hotel and Peninsula Hotel.

Friday

(June 19.)

First Day of Snapper.  
Lammer's Auction Sale of Furniture, Metropole Hotel, 10.30 a.m.

Old Wellingtonians' Dinner, Hong Kong Club, 3.15 p.m.

Peak Club, annual meeting.  
Queen's Theatre: "Inspiration."  
World Theatre: "Hell's Angels."  
Star Theatre: "What A Man."  
King's Theatre: "No Limit."  
Central Theatre: "Balalaeva."  
Dances:—Tea Dance at Hong Kong Hotel; Dinner Dances, Hong Kong Hotel and Peninsula Hotel.

## MR. BALDWIN ON RUSSIA.

### PERIL OF FIVE YEARS' PLAN.

#### THE TARIFF WEAPON AS AN ANSWER.

Mr. Baldwin delivered a stirring and fighting speech last month at the Royal Albert Hall.

Dealing with the question of Russia, Mr. Baldwin said:—There is no one who can regard the present condition of Russia without profound anxiety.

"As a time when all Europe is taking about disarmament, Russia is armed to the teeth. Why? No one is ever going to invade Russia. Russia and the United States of America, by their geographical positions, are probably more immune from aggressive warfare than any two nations in the world."

"The greatest genius in military history invaded Russia, and where Napoleon failed no one is ever likely to try. All the talk of the nations wanting to make war on Russia is ridiculous."

"There is no need, so far as the world is concerned, for Russia to be arming, and yet that mere fact, it seems to me, will make infinitely more difficult to task of all of us in the West of Europe who are really trying to reduce armaments and make more secure the prospects of lasting peace."

"That is my first source of anxiety which I particularly wish to speak to you about is an economic source. Now, the great difference between the Socialist Government and myself—it is a great difference, but it is a very simple one—is that I believe that the members of the Russian Government say about their intentions and the Socialist Government do not. (Laughter and cheers.) I believe them in every conceivable way to be wrong. I believe that, and I believe—in fact, they have stated so—that in pursuit of their objects Communists are told that truth is not a very important matter, but on questions of policy and intention I believe them implicitly. I will give you one or two quotations which, as I believe them, make me also believe that this country should take steps to meet the danger that faces us."

#### The Five Years' Plan.

"The five years' plan, of which we have heard and read a great deal, was set up to industrialise Russia; to make her an efficient manufacturing country, and the plan is being carried out with military precision by the brains of Americans and Germans, with forced compulsory labour and paid for to some extent by credits they get from trading with us."

"It is impossible to say yet—it is so difficult to know what really is happening in Russia—whether that plan, from their point of view, will succeed or not. But let us ask ourselves first why did they devise that plan? I think we all know, but it is well to remember what some of their leaders have said:—

"The five years' plan of Socialist construction is not only the basis of the Union of Soviet Socialist Republics, but also the prop and pillar of the world proletarian revolution. 'We must move forward,' says Stalin, 'at such a pace that the working-class of the whole world, which is waiting us, can say, 'Here is our advance guard; here is a shock bridge; here is our workers' power, here is our 'Fatherland,' the cause of Soviet Russia is our cause and we shall support it against the Capitalists and fan the flame of world revolution.'"

"And Granko, in his book, 'The Five Years' Plan of the Soviet Union,' says he fully shares the views expressed in the *Pledge* of two years ago, that:—

"The five years' plan is an important part of the offensive of the proletariat of the world against Capitalism. It is a plan tending to undermine the Capitalist stabilisation, it is a great plan of world revolution."

"I believe," went on Mr. Baldwin, "that there is no way by which you can unsettle the economic system which exists all over the European civilised world except in Russia, and there is better way of sapping its foundations than that they should have as their aim to be able to send to the markets of this country all kinds of goods at all kinds of odd times, to be sold at knock-out prices."

(Continued on Page 3.)

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# SPARKS FROM THE PLUGS

## MOTOR CYCLING IN THE TROPICS.

SOME HELPFUL POINTS.  
(By OAM SHAFT.)

The modern motor-cycle is very little troubled by extremes of climate and given good oil and petrol, and fairly intelligent driving, it will continue to function satisfactorily under the most appalling conditions.

Wherever mechanical transport of any description is in use the motor-cycle will be found; the machine may be an old war service Triumph or the latest product of the Brough factory; the scene may be the arid wastes of Northern Africa or the equatorial swamps of Central America; the rider may be a hard-up prospector or a wealthy mine owner; there may be roads or there may not even be a path; yet through it all the motor-cycle continues to give unfailing service, and with a minimum of attention makes life infinitely more worth living for the owner. In such circumstances the machine is almost worth its weight in gold; the rider usually cares nothing for the state of the enamel or plating; all he requires is service of the most exacting kind; he is quite satisfied if the machine runs and keeps on running; that the machine would escape recognition by the tester who passed it out of the works, and on appearances alone would not fetch five pounds in the English market, matters nothing to him; it serves its purpose, that of transporting its owner over miles of indescribable country where no other form of mechanical conveyance would last a week, and if the blazing sun peels off the enamel in a couple of months, and shortens the life of the tyres by thousands of miles, he writes no letters to the makers about it, unless it be a eulogy of the merits of the machine.

### In Hong Kong.

Although Hong Kong is just within the Tropics of Cancer, the climate is only what one might term aggressively tropical in the summer, and at no time is it of

such a nature as to adversely affect the performance of the average motor-cycle to an extent that would be noticed by the average rider. Overheating is now a thing of the past; so well are engines made nowadays that an external temperature well in excess of a hundred degrees in the shade would not cause a properly lubricated engine to show any signs of even burning up an occasional sparking plug without other contributory causes.

A rider bringing his machine from England might find it advantageous to tune up the carburettor again, and to use a heavier grade of oil than the manufacturers recommend, which are the only concessions to local climatic conditions he need make so far as the engine is concerned. With regard to the machine generally, it will be found that the very humid atmosphere of Hong Kong is very hard on nickel plating; and if the finish is to be preserved on the plated parts of the machine they must be kept clean and covered with a thin film of vasoline; this is a rather messy way of doing things, but short of painting the parts with one of the patent preparations marketed for the purpose nothing else can be done. Tyres generally have a bad time of it in the hot weather; they are very prone to crack badly unless special care is taken of them. They should never be run under-inflated, whilst parking the machine with the sun full on the tyres is a practice that will rapidly ruin them. An excellent preparation is marketed by a well known firm that, if painted on the tyres every five-hundred miles or so, will do much to prevent those troublesome cracks from appearing, and will lengthen the life of the tyres considerably.

It is advisable, whenever a run in the heavy rain is contemplated, to waterproof the machine to some extent; one can put in some good work on the magneto with plasticine, closing all means of ingress to the water.

### Air Filter.

An air filter is becoming a standard fitting on most modern machines, and a rider whose

## THE LIGHTER SIDE.

Professor A. (in high powered sports car careering madly around a bend): "We've got it at last!"  
Professor B.: "G-g-got w-h-what!"

Professor A.: "Perpetual motion, I can't stop this d— car."

He: "That chauffeur has nearly killed me—I'll sack him."

She: "Don't, darling, give him another chance."

"1923 (late), 14-45 h.p. —23-seater De Luxe, in unapproachable condition."  
Advertisement in *Motoring Paper*.

It would be a gracious act on their part if motorists adopted as their slogan, "Pedestrians should be seen and not hurt."

He had just finished an economic oration, and upon descending from the platform was seized by some navvies and placed shoulder high.

"Thank you, gentlemen, I prefer to walk to my car."

"Car be blowed. You're going into the river."

machine is not fitted with one would do well to remedy the deficiency, as Hong Kong dust is remarkably abrasive, and modern research has shown that the biggest part of cylinder wear is due to the abrasive effect of dust sucked into the combustion chamber through the air intake.

All these precautions I have mentioned are very elementary, and are of such a nature as to make it worth a rider's while to observe them anywhere; failure to do it will not, however, result in a wrecked engine in a few months; the modern motor-cycle is a wonderful production, and, as I remarked earlier in these notes, if it is given good oil and petrol, and fairly intelligent driving, it will give long and faithful service.

One more word of advice I would like to offer for what it may be worth; one's eyes are one's most valuable possessions, and deserve all the protection one can give them; therefore, WEAR GOGGLES; the dust from local roads is productive of a very troublesome type of inflammation known as "Hong Kong Eye," and a motor-cyclist is taking a bigger chance of picking up some of this dust in his eyes than anyone else; goggles may be uncomfortably hot in the summer, but they are really worth while, and the measure of safety they accord one is ample compensation for the slight discomfort their wearing entails.

## DRIVING IN TRAFFIC.

### CREATURES ON THE ROAD THAT PERPLEX ONE.

Driving a car in city traffic is an art in itself which bears no very close relationship to ordinary motor-driving, says W. A. Darlington in the *London Daily Telegraph*. You hear again and again of famous racing motorists who say that driving a car through the streets of London frightens them to death.

On the other hand, you often come across people who will tell you that while they dislike driving at speed in the country, traffic-driving gives them real pleasure.

I know one woman who, whenever she is oppressed by domestic affairs or financial worries, always gets out her car and goes for a drive round Mayfair. She says it cures her nerves.

I am something of her way of thinking. To me, traffic-driving has a fascination all its own. It introduces you to a new London.

As a passenger in buses, taxis, or other people's cars I had been accustomed to seek my entertainment from the life of the pavements, just as a passenger on a river steamer amuses himself by observing the life that goes on along the banks. But now I was a passenger no more. I was a driver-driver, and as such, a member of quite a new community.

No longer had the life of the pavements any interest for me, except in so far as it provided me with a succession of landmarks whereby to direct my road. All my attention was for the road, which now, seen from a new angle, seemed so oddly unfamiliar. I began to classify my fellow-beings, not according to their position in the social scale nor even in the animal kingdom, but simply according to their merits or demerits as road-users. Broadly, I began to separate them into categories of sheep and goats, which worked out something like this:

Sheep (in decreasing order of merit):

Bus drivers—especially the General men.

Experienced owner-drivers.

Chauffeurs, when driving their employers.

Pedestrians, in the main.

The more intelligent kinds of dog.

Goats (in increasing order of demerit):

Taxi-drivers.

Chauffeurs with empty cars.

Inexperienced, evil-minded, or female owner-drivers.

Vans.

Unsupervised children.

The baser varieties of dog.

Cats.

Old women.

This is my own list. I do not expect all other owner-drivers to agree with it in detail. I shall certainly be told that by lumping the women drivers all together among the goats I am displaying the worst kind of sex bias. I cannot help that. I am speaking of traffic-driving, and I speak as I find. Women are just as clever drivers as men, but they tend to be a nuisance in traffic, because they are impatient and contemptuous of discipline.

Discipline—that is the key-word. Look at my lists once more, and you will find that sheep differ from goats simply in their willingness or ability to submit themselves to a code. Undoubtedly the two cleverest classes of drivers in traffic are the men in charge of the buses and the taxis. Both classes are put through a strict training before they are allowed to ply for hire on the road. But there the likeness ends.

The bus-driver is kept in order by a rigorous system, and is made answerable to his employers for every fault he may commit. He is never allowed to presume on his skill. He is given a giant's strength, but only on condition that he never tries to use it like a giant. (The taxi-driver, on the other hand, presumes on his skill all the time, and is regarded as an outlaw, in consequence, by all other drivers.)

The result is that the bus-driver is accepted on all hands as Chief Sheep. It is almost an axiom that if you are involved in any kind of accident with a bus, the fault is your own. Only the other day I was talking to a man who had just recovered from injuries received when he was knocked down by a London bus. He said he had only the driver's presence of mind and cleverness to thank that he was not killed outright. That is a testimonial worth having.

The private chauffeur is, with honourable exceptions, a goat in sheep's clothing. See him cut with employers, and there is a positive halo round his sheepy head. But, you would say, could not meet in his gear-box, so delicately does he proceed. But watch him when he is alone, or taking the housemaid for a jaunt, and the essential goatiness of his nature is soon apparent. Horns and hoofs are manifest. He presumes on his skill as shamelessly as the taxi-driver, and is as great a nuisance. And the average van-driver is one degree worse than these, having all their presumption without a quarter of their skill.

But it is the Silly Goats that I most detest—all those classes which I have bracketed last on my list. They have neither sense nor skill. They leave that entirely to other people.

Between the various kinds of Silly Goats there is no differentiation. They vary in kind, but not in degree. They are all equal to be feared.

The children, one can forgive. They will know better some day—those who survive, that is. Meanwhile, it is an abiding wonder that the race does not die out. I happened to be in Lambeth-road the other day when Archibishop Tait's Infant School was dispersing after the day's toil. In spite of a strong bodyguard of parents and guardians, and the firm paternal ministrations of a large policeman, the roadway became black with Archibishop Tait's infants, dashing for the further pavement on unsteady short legs, for the most part with their eyes tight shut. I have marked the spot down for future reference as a place where the wise motorist will proceed with all the caution at his command. There are several such places in my mental map of London. I know them as Streets of the Unholy Innocents.

Cats, now. There is simply no knowing what a cat will do once it gets on the roadway. Unlike dogs, which for the most part understand and follow the traffic regulations, your cat has no idea that the roadway has not been laid out specially for it. It crosses the road in front of your wheels with a magnificent detachment.

You hoot at it, and what happens next is a matter of how the cat happens to be feeling at the moment. Sometimes it just sneers and walks on. Sometimes it utters a shriek and bolts, running up one side of the nearest house, over the roof, down the other side, and finishing with an attack of hysterics in the back garden. Sometimes it takes no notice at all.

I once pulled up for a phlegmatic animal of this kind, which promptly came and rubbed itself contentedly against my front tyre. I noticed that the new Traffic Act takes into consideration this unaccountability of the cat. It gives a long list of the kinds of animal over which you may not drive your car, but the list makes no mention of cats. It is a welcome touch, revealing that somewhere behind the legal phraseology of the Act are human beings who know the conditions of traffic.

As for old women—but here words fail me. There are, after all, limits to the things that may be printed in a journal for general consumption. I must keep to myself what I think of old women in traffic. The male ones are the worst.

## KNOCKS IN THE CYLINDER.

"SNAPPED" BY MOVIE CAMERA.

Moving pictures of combustion in a gasoline engine which reveal the nature of engine knocking were described recently by T. A. Boyd of the General Motors Research Laboratories, Detroit.

There are millions of chemists in the world. The chemists referred to are automobile engineers. Every single engine can detect differences in chemical constitution between two fuels handed to it more quickly and with great certainty than can the best chemist present.

If the composition of the fuel is not what it ought to be, the engine announces the fact decisively in the form of the complaint called "knock."

In studying the nature of knock, or detonation, Dr. Lloyd Withrow, of the General Motors Research Laboratories, photographed the inside of a gasoline engine during satisfactory performance and during knocking.

You will appreciate the fact," Mr. Boyd continued, "that making the combustion reaction in an engine 'sit' for its photograph is not an easy thing to do. In fact, combustion won't sit at all, but has to be caught on the fly.

A narrow quartz window extending across the combustion chamber, for the full length of it,

was placed in the top of the cylinder head. The length and location of this window were such that the whole sweep of combustion, starting from the spark plug and ending at the far side of the combustion chamber, was visible in the camera.

The camera contained a very fast lens, with means for focusing it, and a rotating drum with a film wound once around it. This drum rotated at a constant speed, and in a direction at right angles to the axis of the window.

What was obtained, then, when the shutter was opened was a moving picture of the flame as it dashed across from the spark plug to the opposite end of the combustion chamber. The picture differed from a regular movie, however, in that the shutter remained open all the time and in that the film moved at a constant speed, so that the image obtained was all in one piece and spread out on the film.

From the pictures of normal or non-knocking combustion, it could be seen, first, that the flame moves at a definite but not at a uniform velocity; and, second, that it takes about 40 degrees of engine revolution to cross the chamber.

This means that, for a car running 30 miles per hour, the combustion of the charge takes only about four one-thousandths of a second to complete itself.

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## SOCONY GASOLINE





## DRINK DANGER TO MOTOR DRIVERS.

### DOCTORS' DEPUTATION TO MINISTER.

Headed by Sir Arthur Newsholme, late Principal Medical Officer to the Local Government Board, a deputation of twenty-two doctors urged the Minister of Transport officially to warn motorists not to take alcohol before or during a drive.

Even in moderate doses, they declared, alcohol had a detrimental effect on the powers of swift and accurate judgment.

Mr. Morrison, while expressing entire agreement with their view, emphasised that the temperance of the British people was opposed to any direction of personal conduct by the State.

Dr. Salter, M.P., who introduced the deputation, said that he had been inundated with letters in support from medical men all over the country.

Pointing out the danger of even moderate drinking while driving, Sir Arthur Newsholme said that it had been proved by exact scientific research that alcohol in small doses produced an exalted self-confidence or cocksureness in the driver, with consequent danger to himself, his passengers and others on the road.

#### Effect of a Pint of Beer.

To decide to change gear and put on the brakes of a car normally took about one-fifth of a second, but under the influence of alcohol that time was about doubled, and a car going at thirty-five miles an hour would go 20ft farther before it was brought under control. That might be the difference between life and death.

Dr. H. M. Vernon, Investigator for the Industrial Health Research (Continued on next Column.)

## MR. BALDWIN ON RUSSIA.

(Continued from Page 1.)

disturbing the markets and causing unemployment. We have only seen it on a small scale at present. It has happened with wheat, butter, soap, fruit pulp, and timber.

"There are the drops of this storm, the warning of the hurricane, and what shelter is the Government devising to shield the people of this country against the storm when it comes! (Cheers.)"

"This is not trade. It is economic war, and a war much more dangerous to our people than a war of armies."

#### Weapon of the Tariff.

"We have one weapon that can deal with that—the weapon of the tariff and of the quota."

(Continued on next Column.)

Board, said that one pint of beer caused a reduction in skill which might persist for three hours.

Replying, Mr. Morrison said that he entirely agreed as to the dangers of alcohol to drivers. He believed that the majority of British motorists were already conscious of the soundness of the deputation's advice.

"On the other hand," he added, "we cannot ignore the activities of minorities. Special attention has been given to this matter in the Road Traffic Acts, and I can only hope that the magistrates will not be too light in imposing penalties on people who are found drunk in charge of a car."

#### British Independence.

"The attitude here is very different from that in other countries—especially in Central Europe—where they take more kindly to such control. In this country, if I put up a notice in the street saying, 'Please cross here,' there are a great number of people who simply say, 'We are jolly well not going to cross there,' just to demonstrate their independence." While promising to consider the deputation's recommendations, he thought that their object would be better attained by voluntary organisation and voluntary propaganda.

"If there was not another single reason to justify the use of this weapon—the Russian Five-Year Plan, read in the light of revelations made by its authors, should be justification enough to an educated democracy. (Cheers.)"

"The Russian system of Government is their own. However it may have been established, however it may be maintained, that is not our business. We are not interfering with it, and we shall not interfere with it."

"It is quite true that it is a negation of all we hold dear. It is the antithesis of every tradition sacred to a free race. It is a despotism which has banned the Bible, which is based on bullets and buttressed on bayonets. We shall, however, protect our own people against the sapping of the foundations of our civilisation by economic warfare. (Cheers.)"

and of policy you women have no mean part to play. The times are not easy. Democracy is with us. It has come quickly as in a night, and many of us may ask ourselves, Are we ready for it?"

"In a democracy by the presentation of the truth, as we see it, and by the reasoning of our people alone can conclusions be reached and the conclusions reached guide our actions and the actions of our Government. But far beyond the responsibilities of other countries and democracies are ours, for we are responsible not only for these little islands, we are responsible for the safety and the health and well-being of a vast Empire. (Cheers.)"

The progress and happiness of nearly a quarter of the world depends ultimately on the wisdom of our statesmanship. "All of you by your presence here show your keenness in the political life of your country. Try to understand the problems that face us not only so that you can fully grasp them yourselves, but so that you can make them comprehensible to those amongst whom you live. Explain our policy wherever you are, the reasons for it, and how as we believe the very life of our country is dependent upon it."

"It is a hard task, but all tasks are hard these days, and there are few things more worth while. Then, as we believe, we may restore prosperity to this land. I thank you for having assembled in your numbers to give me this heartening welcome. Go forth with closed ranks and stout hearts; and be ready for the fray, come when it may." (Loud cheers.)

## NEWS FROM EVERYWHERE.

### THE NEXT AHEAD.

A motorist summoned at Bow Street for speeding in the Mall pleaded that he was forced to accelerate in order to escape asphyxiation from the fumes of the car ahead of him. This was apparently a new defence to the magistrate, who, remarking that the case seemed to be exceptional, dismissed it on payment of costs.

### ACCIDENTS WILL HAPPEN.

That the mobile police are not themselves free from the normal human frailties is indicated by the fact that, although presumably they drive with that caution and skill which they seek to instil into other motorists, they have already themselves been involved in ninety-nine accidents.

### ICE RACING.

One of the popular ice races took place recently on Lake Gjerdsen, near Oslo. In contrast to the recently run Swedish Grand Prix, the arrangements for spectators were excellent, the crowds being kept at least 200 yards from the corners so that competitors were not handicapped by fear of causing injury to a spectator. The course was 3.2 kilometres long and was covered five times in each heat. The first heat was won by a Fiat "505" in competition with Leo, Marmon, Chrysler, Graham-Paige and a number of super-tuned Fords.

In the racing-car class a British victory was recorded, a super-charged Triumph Seven, to the amazement of the crowds, recording the fastest time of the day, although opposed by a Grand Prix Bugatti.

### TESTING GLASS FOR SAFETY.

One of the reasons for the world-wide fame of the three X's on a piece of Triplex glass is the stringent nature of the tests which are carried out at all periods of manufacture.

A particularly interesting test is that to which samples of the glass made are subjected every few minutes of the day. When the glass is cut to shape, but before it is sandwiched with celluloid, it is placed on travelling racks. Each rack has at least one pair of panes sent to the test laboratory, work on all the other panes in the rack being held up until the sample has been passed O.K.

Amongst these tests is one which proves that the finished product really is safety glass. The sample piece is mounted horizontally on a frame, and a steel ball, weighing nearly two pounds, is dropped from a height on to it. The impact, of course, shatters the glass, but if anything more than a sprinkle of powder comes away the whole rack is rejected.

This test ensures, as far as is humanly possible, that every piece of glass which leaves the Triplex factory is true safety glass.

### MOTORCYCLES IN TRAFFIC.

"There has never been any doubt," says "Carbon" in *Motor Cycling*, "that the unrestricted vision one obtains from a motorcycle makes driving, especially in traffic, very much more easy than in cars, when screen pillars and long, high bonnets so often make blind spots. Another point on which we score was brought home to me on Sunday evening last, when, to my sorrow, I was going away from town against the incoming stream of traffic. I noticed that when car drivers wanted to overtake they had to pull out quite a way towards their wrong side before they could see if the road was clear."

## STILL GREATER LOADS.

### LORRIES HOLDING UP TO 100 TONS.

Nowadays motor vehicles are often called upon to undertake the transport of extremely difficult loads which entail the employment of specially designed vehicles. In this connection Scammell Lorries Ltd. are well known as the pioneer manufacturers of vehicles for super loads and have evolved a range of vehicles known as articulated machinery transporters with capacities from 25 to 100 tons.

The largest Scammell is a 14-wheeler of 100 ton capacity which has been used for a variety of loads, including boilers, ships' rudders and locomotives. Recently, Pickford Ltd., one of the largest

haulage contractors in the world, placed an order for two 45-ton machines. Each of these consists of a motive unit or tractor on solid rubber tyres, with a trailing attachment superimposed at its forward end on the rear of the tractor and articulating on a special reinforced turntable.

The whole tendency to-day is towards the transport of heavier loads and some of the recent developments towards this end are of considerable interest.

The Hardy vehicle is a case in point; this is the joint production of Hardy Motors of London and the A.E.C. people. The advantage of the optional front-wheel drive, as employed in this type, is very pronounced where steep hills or soft ground have to be negotiated with a full load and when pulling a trailer. In comparative tests with a standard Kerry, it has been found that the Hardy will take an additional 6-ton trailer up a hill which can be negotiated by the other with capacity load only.

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## LOOK OUT

For Brand New  
Super-Productions  
to be shown at

## CENTRAL THEATRE

## SHOWING TO-DAY

At 2.30, 5.10, 7.15 & 9.20 p.m.



Following this British super-production there will follow a list of latest productions:—

**TABU**—A Paramount super-production just released. It's a picture of exquisite tropical beauty, the last work of that master of the screen, Murrau, director of "The Last Laugh," introducing a story of The South Seas, made with a native cast. It concludes with a veritable screen poem of tragedy.

**PHANTOM OF THE OPERA**—A Universal 1931 Special. A mysterious "Talkie" with every player in full dialogue, except the leading man, **LON CHANEY**. It's the last of the man of a thousand faces in filmdom.

**THE CAT CREEPS**—Universal's new production from John Willard's famous play "The Cat and the Canary."

**SOCIAL LION**—A 1931 Paramount Comedy starring Jack Oakie and Mary Brian.

**RESURRECTION**—A Universal 1931 all dialogue super-production. It betters the silent film of the past.

**DRACULA**—Another Universal super-production. Superstition of yesterday may be a fact of the world of science of to-day is explained in this picture. It's mysterious all through.

**RIGHT TO LOVE**—A 1931 Paramount super-production starring the sweet Miss Ruth Chatterton.

**FIGHTING CARAVANS**—A "Covered Wagon" type of picture of Paramount's starring Gary Cooper and Lily Damita.

**STOLEN HEAVEN**—Nancy Carroll's best of the season.

**QUEEN HIGH**—Another 1931 Paramount production.

## REJECTED ARTISTS' VENGEANCE.

## INCENDIARISM CAUSE OF MUNICH FIRE.

Munich, June 5.—That an act of vengeance on the part of artists whose works had been refused by the jury caused the catastrophe fire which destroyed the famous "Glass Palace," Munich's great art exhibition hall, with nearly 3,000 paintings and sculptures, is a rumour persistently circulating among the public and especially in art circles. It is said that the managing committee of the exhibition received several threatening letters. Another version attributes the disaster to self-combustion of house-painting materials. The investigations of the police have not yet been completed.

## ADMIRAL'S CINEMA FAREWELL.

## NO "DINGLE-DANGLE."

Sidney.—Rear-Admiral Evans ("Evans of the Broke"), who has been in command of the Royal Australian Navy since 1926, took an unconventional farewell of the naval personnel when he entertained some 2,000 officers and men and their wives at a cinema. The retiring Commander explained that although the gathering was an unconventional one, it was much better than marching round "in awful majesty in cocked hat and all the dingle-dangle of braid on the quarterdecks of the various ships."

## TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

LECTURE BY PROFESSOR HIRSCHFELD.

11 to 11.30 a.m.—Stock quotations.  
11.30 a.m.—Chinese programme.  
12.30 p.m.—European programme.  
1 p.m.—Local time and weather report.  
1.30 p.m.—Rugby Press news, etc.  
Relay of speech from the Rotary Club tiffin—Mr. W. G. A. Turner on "Post War Activities of an Armament Firm."  
2 p.m.—Close down.  
6 to 8 p.m.—European programme of Victor records supplied by Messrs. Tansing Piano Co.  
8 to 11.30 p.m.—Ko Shing Theatre relay.  
6 to 8.16 p.m.—

## Children's Programme.

"Dance of the Toy Regiment."—Victor Salon Orchestra.—1934.  
Songs for Children—(a) "The Fiddle Song," (b) "Dancing Song," (c) "The Bee," (d) "The Clock," (e) "Who Has Seen the Wind."—Alice Green (Soprano).  
Songs for Children—(a) "My Old Dan," (b) "Honk Honk," (c) "Cradle Song," (d) "Soldier Boy," (e) "Wing Foo," (f) "The Zoo,"—Alice Green (Soprano).—1931.  
Songs for Children—(a) "The Frog and the Mouse," (b) "The Tailor and the Mouse," (c) "The Frog Who Would Awooing Go,"—Alice Green (Soprano).  
Songs for Children—(a) "Bow-Wow-Wow," (b) "Song of the Cricket," (c) "Good-Morning," (d) "A True Story," (e) "My Pony,"—Alice Green (Soprano).—1930.  
6.10 to 6.45 p.m.—

## Instrumental.

Piano Solo—"Humoresque" (Dvorak).—Hans Barth.  
Piano Solo—"Polish Dance" (Scharwenka).—Hans Barth.—1930.  
Violin Solo—"Souvenir Poétique" (Zdenko Fibich).—Michel Guskoff.  
Violin Solo—"To a Wild Rose" (MacDowell).—Michel Guskoff.—1932.  
Piano Solo—"Rustle of Spring" (Sinding).—Hans Barth.  
Piano Solo—"Narcissus" (Nevin).—Hans Barth.—1912.  
Violin and Cymbal Duet—"The Old Gypsy" (Kondor Erco).—Bela Schaffer-Feri Sarkoz.  
Violin and Cymbal Duet—"The Broken Violin" (Danko Pista).—Bela Schaffer-Feri Sarkoz.—1914.  
7 p.m.—Stock quotations.  
6.45 to 7.15 p.m.—

## Hawaiian Music.

"Beautiful Hawaii"—Frank Ferera—Anthony Franchini.  
"Hawaiian Twilight"—Hawaiian Trio.—1930.  
"Hilo—Hawaiian March"—Frank Ferera—John Paluh.  
"Wailana Waltz" (Draway Waters).—Frank Ferera—John Paluh.—1932.  
"Along Miami Shore"—Hilo Hawaiian Orch.  
"Honolulu Sweetheart of Mine"—Hilo Hawaiian Orch.—1933.  
"Old Black Joe"—Sam-Ku-West with Steel Guitar.  
"The Rosary"—Sam-Ku-West with Steel Guitar.—2147.  
7.15 to 8 p.m. (approx.)—

## From the Studio.

Doctor Magnus Hirschfeld will broadcast a lecture on "Sexology—A New and Important Science."  
8 p.m.—Local time and weather report.  
8.03 to 11.30 p.m.—Ko Shing Theatre relay.  
10.30 p.m.—Rugby mid-day Press news.  
11.30 p.m.—Close down.

## CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

## "BALACLAVA."

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS"]

Sir,—We have just had the privilege of attending a private exhibition of the British film "Balacava" at the Central Theatre. In view of the constant disappointment of the public at the scarcity of good films in Hong Kong we feel it our duty to recommend this film for the excellence of the acting, the accuracy of detail, which is due to military assistance, and for the dignity and restraint of the presentation.—Yours, etc.,  
FOUR OBSERVERS.  
Hong Kong, June 15, 1931.

## SHOWING TO-DAY

KING'S THEATRE  
HONGKONG'S FINEST CINEMA

At 2.30,  
5.10, 7.15  
& 9.30 p.m.

CHARLES FARRELL AND MAUREEN O'SULLIVAN  
IN

## "THE PRINCESS AND THE PLUMBER"

NEXT CHANGE  
CLARA BOW IN "NO LIMIT"

Booking at the Theatre. Telephones: 25318, 25330.

## MAN WHO STOLE SUBMARINE.

## ITALIAN'S WAR-TIME ESCAPE.

## PUT TO SEA WITH A DOCKYARD CREW.

The recent delivery to Roumania of a submarine built in an Italian yard at Trieste recalls an amazing episode which took place in October, 1914, but which attracted little notice at the time owing to the pressure of war news.

This was nothing less than the theft of a submarine by an Italian naval officer, who, chafing under the neutrality of his own Government, conceived the idea of waging war against the hated "Tedeschi" on his own account.

Built for the Roumanian Government at a cost of 1,500,000 lire, the submarine was receiving the finishing touches at the F.I.A.T. San Giorgio shipyard, near Spezia. On October 5, 1914, the firm reported to the Government that the boat had disappeared. It was found that she had been seized by an Italian naval reservist officer, Angelo Belloni, who held the rank of captain. His "crew" consisted of fifteen dockyard workmen, who obeyed his orders under the impression that he had been given command of the boat, which displaced 300 tons and had a speed of 13 knots.

## Torpedo Boat Chase.

Belloni simply went on board the submarine and ordered her to be made ready for sea, on the pretext of taking her out into the Gulf of Spezia for wireless trials. She slipped out of harbour after dark, and was not missed till the following morning. A torpedo boat was dispatched in pursuit, but found no trace of the parloined submarine.

Before seizing the boat Belloni wrote several letters, explaining his plan and his motives. To the F.I.A.T. Company he wrote: "I am not crazy, nor is there any agreement with my crew, who are in complete ignorance of my project; nor have I any arrangement with any person or authority, Italian or otherwise." Unfortunately for his design, the submarine had no torpedoes, or other armament on board, and she was also short of fuel and provisions. It was stated afterwards that Belloni hoped to obtain torpedoes from some Allied warship. Once at sea, he told his crew of landlubbers that he had been entrusted with a secret mission and must go first to Corsica. They reached Corsica and then anchored in Ajaccio, where the French garrison, believing the submarine to be an enemy craft, were about to open fire on it. In the nick of time the Italian flag was hoisted.

By this time the crew had become suspicious, and gave information to the French authorities, who sent an armed guard to take possession of the submarine. Eventually an Italian destroyer arrived; the stolen boat was escorted back to Spezia, and the would-be hero brought before a court-martial.

## DO WE MAKE USE OF UNIVERSITIES?

## EARL BEAUCHAMP'S QUESTIONS.

## U.S. EXAMPLE.

Some pertinent questions about our universities, the use we might make of them, and the support sometimes withheld from them, were asked by Earl Beauchamp, Chancellor of the University of London.

In his charge to new graduates presented for degrees at the Albert Hall he said:

Are we not somewhat too diffident and too reticent about ourselves and what we can provide, so that some of our kinsmen tend to think us reserved and standoffish?

Have our business men nothing to ask the Universities? At Harvard University every summer hundreds of experienced business men pay fees to go to school again at the great Harvard Business School. Does this, I wonder, mean anything significant to us?

I wish I could see our rich men giving great sums for the advancement of science and learning in something the same way as the American does.

Help for the Commonwealth.

"I wish I could see in this country," said Earl Beauchamp, "some part of that intense belief and pride in the Universities which one sees in the United States."

"A University should, of course, mind its own business, but I often wonder whether we in England do not take too narrow a view of the business of a University. Politics in the ordinary sense is not its business, but I wonder whether, especially in these troubled times, the Universities could not, if they were asked, come to the help of the Commonwealth. May it not be that the remedies for some of our discontents will come not out of Parliament but from University laboratories, scientific departments, and thinkers?"

More and more the Universities in the Dominions were looking to this country for increased and intensified fellowship.

"In London I think we are fully alive to this," he said, "and the fact that to the University there come year by year students from the Dominions is proof of our faith. But I am not sure that we do all that we could do or we ought to do."

The honorary degree of Doctor of Laws was conferred upon Lord Macmillan in recognition of the services as chairman of the newly established Court under which the machinery required by the revised constitution of the University has been framed.

## MOVIELAND FEATURES FOR THE WEEK

STAR  
FINAL SHOWINGS TO-DAY  
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## THE SILVER SCREEN.

## QUEEN'S THEATRE.

## "LOTTERY BRIDE"

A new era in American music for the screen is inaugurated by Rudolf Friml's melodic compositions for "Lottery Bride," Arthur Hammerstein's first all-dialogue production for United Artists, now showing at the Queen's Theatre.

This is the verdict of those who have heard the Friml music written especially for the Hammerstein film light opera. They call it the finest creation of the composer's career, and when one remembers the musical splendor of "Rose Marie," "Katinka," "Firefly," "High Jinks" and "Sweet Adeline," the praise bears significance.

In the cast are Jeanette MacDonald, who left the stage to become leading light opera prima donna of pictures; John Garrick, leading man; Joseph Macaulay, dramatic baritone; Robert Chisholm, popular Broadway singer; Joe E. Brown, comedian; Zasu Pitts and others.

## "INSPIRATION."

From gorgeous creations, exquisite toilettes and lavish surroundings, Greta Garbo goes to threadbare costumes, unkemptness and squalor in "Inspiration," her latest Metro-Goldwyn-Mayer talking picture which will open tomorrow at the Queen's Theatre.

The change is not a gradual one but comes with a dramatic suddenness as the central plot of the story reaches its crucial point.

The story was written especially for the Swedish star by Gene Markey and depicts a romantic episode in the life of a Paris model.

Clarence Brown directed the new Garbo film. Robert Montgomery heads the supporting cast which includes Lewis Stone, Marjorie Rambeau, Beryl Mercer, Judith Vosselli, John Miljan, Edwin Maxwold, Zaida Seers, Oscar Apfel, Joan Marsh and Gwen Lee.

## KING'S THEATRE.

## "THE PRINCESS AND THE PLUMBER"

Overalls can scarcely be called a court costume, but these drab garments are what Charles Farrell wears when he meets Balkan royalty in "The Princess and the Plumber," the current Fox Movietone feature at the King's Theatre.

Playing opposite Farrell is Maureen O'Sullivan, the dainty Irish colleen, whom director Frank Borzage discovered in Dublin while he was filming John McCormack's Movietone, "Song O' My Heart." Miss O'Sullivan jumped right into the leading feminine role of that picture without any professional experience, and when critics stated that her charming performance was only a "flash in the pan," she discredited their judgment with her remarkable work in "So This Is London" and "Just Imagine."

## "NO LIMIT."

Do You Know That Clara Bow is of mixed English, Scotch and French ancestry?

She won a magazine beauty contest in 1922 in New York while she was a junior in high school there.

She made her first film appearance as a result of the beauty contest contract, in "Beyond the Rainbow," a Metro picture, featuring Billie Dove. She afterward decided to give up pictures and returned to school, taking a business course; for three months.

She had an offer to appear in "Down to the Sea in Ships" as the little stowaway and left school to take it. She then played in more than a score of pictures, including "Black Ocean," "Free to Love" and "The Plastic Age," before she joined Paramount and made such sensations as "Man Traps," "Kid Boots," "It" and "Rough House Rosie."

She made "Wings" in 1926—one of the greatest silent films of all time. She has since appeared in eight talkies—"The Wild Party," "Dangerous Curves," "The Saturday Night Kid," "True to the Navy," "Paramount on Parade," "Love Among the Millionaires," "Her Wedding Night" and "No Limit." The last-named film comes to the King's Theatre next.

## MOVIELAND FEATURES FOR THE WEEK

## QUEEN'S

FINAL SHOWINGS TO-DAY  
At 2.30, 5.10, 7.15 & 9.20.

## THE ROMANCE OF SONG



## THE LOTTERY BRIDE

JEANETTE MAC DONALD  
JOHN GARRICK  
JOE E. BROWN  
ROSE CHISHOLM  
JOSEPH MACAULAY  
ZASU PITTS  
ARTHUR HAMMERSTEIN  
RUDOLF FRIML  
UNITED ARTISTS PICTURE

ADDED ATTRACTIONS—  
THE UNITED ARTIST  
FEATURETTE  
"AMERICANS COME"  
FOX NEWSREEL

## NEXT CHANGE

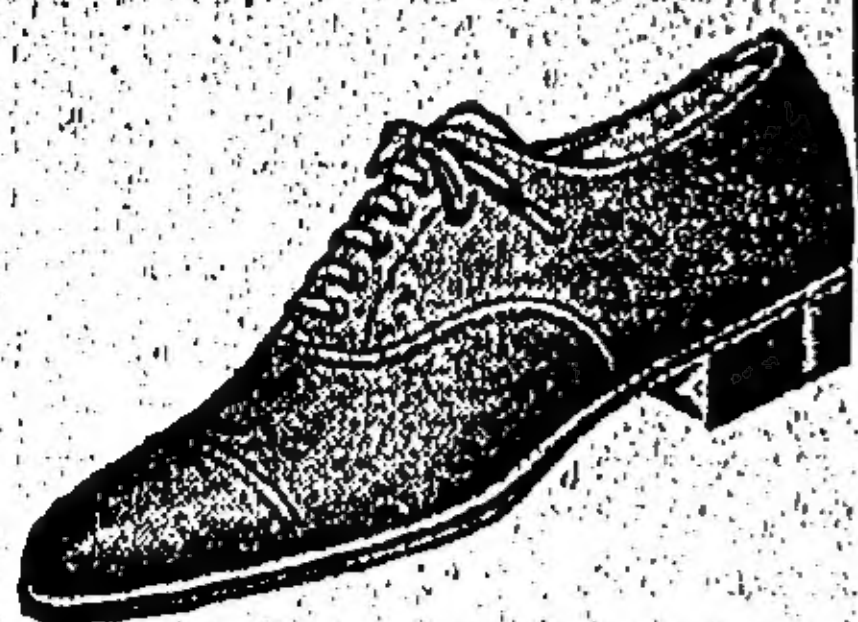
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CLARENCE BROWN'S production of  
Inspiration

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lover's dream!  
You've never seen  
the soul of a woman  
revealed as in  
this picture!  
THE ONE and ONLY

with ROBERT MONTGOMERY  
LEWIS STONE  
MARJORIE RAMBEAU  
ALL TALKING



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## CATAPULTING A 9-TON PLANE.

BOMBER IN AIR IN THREE SECONDS.

AN AMAZING FEAT BY THE R.A.F.

A feat unparalleled in any other country, was performed at the Royal Aircraft Establishment, Farnborough, when a Vickers-Virginia bomber, weighing nine tons, was catapulted into the air in less than three seconds, and with a run of less than 35 yards.

The normal take-off of the machine is 300 yards.

The catapult was operated by two compressed air engines—each less in size than the ordinary house dust-bin—which each developed immediately 2,000 h.p.

The two 500-h.p. engines of the bomber were fully opened out before the catapult was released—at a signal from the pilot. There was a wind abeam, but the machine was kept beautifully level.

The device will be on view at the R.A.F. pageant at Hendon.

### Like a Rock from Etna.

It was an amazing and almost terrifying scene. The huge machine shot forward like nothing else ever seen except, perhaps, a rock as big as a church thrown out of Etna. Before the bewildered senses could grasp the scene and recover from the sudden terrific vibrant roar of the compressed-air engines of the catapult all was quiet again save for the bomber's engines growling away diminuendo in the distance.

The engines of the aeroplane were started up, and the pilot in charge, when all was ready, raised his right hand for three seconds, and then lowered it. It was the signal for a burst of sound like the irregular discharge of a battery of artillery.

Out of the amazing motors on the catapult platform streamed visible air—compressed air—turning to snow in freedom, mingled with vapour of oil.

In less than three seconds the plane from stationary accelerated to fifty-seven miles per hour in a run of 104 feet. At the end of the run its wheels were off the ground, the machine had automatically disconnected from the catapult trolley, and the pilot, Squadron Leader W. S. Caster, M.C., had perfect control.

### The Pilots' Ordeal.

There were two pilots on board, the assistant being Flight-Lt. Ryde, who will demonstrate the apparatus at Hendon.

For the two pilots the catapulting meant a powerful pressure forcing them against the back of their seats. They had to be intensely on the alert, taking complete control in an instant, whereas in the usual take-off of an aeroplane control is acquired while the machine runs over the ground.

Yet on their return they stepped out of the machine as cool as if they had been taking an ordinary flight.

### Developed by R.A.F.

At the rear of the catapult apparatus used were a nest of huge compressed air containers with valves simultaneously controlled to feed the pair of compressed air engines a few feet in front of them. These engines, like the catapulting apparatus, have been developed entirely at the R.A.F.

They operate by pulling in a heavy stranded wire cable extending forward more than 100 feet and returning over a pulley back to a trolley on which the fuselage of the aeroplane is borne. Gearing assists a rapid accelerating process.

The pull on the catapult at the launching is equal to 20 tons, and secure anchorage is a necessity.

Plans have been made for giving the whole apparatus, including an anchoring contrivance, complete mobility so that it could take the form of an army in the field.

In certain conditions of warfare the catapult would enable a heavy bomber to take the air close to the objective.

At present it is but an experiment, and it may well be developed for civil aircraft.

## BIG EXPLOSION IN LONDON STREET.

A VAT OF CHEMICALS BLOWS UP.

WORKSHOP LAID IN RUINS.

Great damage was caused, and there were a number of remarkable escapes in the neighbourhood of Queen's-road Station, Central London Railway, Baywater, last month, when the explosion of a vat of chemicals blew down a one-storey building on top of a stationery motor-car and shattered hundreds of windows in shops and houses over a considerable area.

Five vats of chemicals were being delivered to the premises destroyed, a chemical workshop immediately in the rear of the Black Lion Hotel, at the corner of Queen's-road and Baywater-road, when one of the vats blew up with a resounding roar which was heard nearly a mile away.

After the accident there was a search for pound notes in Queen's-road. An assistant of a cleaning company was paying out the wages when the explosion occurred. Many of the notes were blown into the street and could not be found.

One of the partners in the firm involved, M. C. O. Brullardhart, informed a press representative that his associated, M. D. Brunner, and he are engaged in the manufacture, by a secret process, of a fluid for sealing boilers.

"I was in the place at the time that the explosion occurred," Mr. Brullardhart said, "and I consider myself very lucky to have escaped without injury. All that happened to me is this"—and he held up his bowler hat, in which a hole had been pierced.

### A Complete Ruin.

"It is impossible to say precisely what was the cause of the explosion, though, speaking in a general way, it was obviously the result of some mysterious generation of gases in the atmosphere.

"All I can say definitely is that there was suddenly a terrific report which blew out the roof and a side wall of our workshop. As you see, the place is a complete ruin. A considerable mass of masonry which just missed me fell on a motor car and crushed it."

A conservatory on the other side of the wall was smashed and hundreds of windows in flats over a large area were shattered. Doors were wrenched from windows, and the force of the explosion blew several people to the ground. Passers-by in Queen's-road had narrow escapes from falling glass. The plate-glass windows of a shop 230 yards away in Queen's-road were blown out.

Fifteen windows in the Black Lion public-house were smashed, and the back windows of a house in Inverness-terrace, which overlooks Baywater-road, were blown out.

A family living in a top floor of Queen's-gardens, which overlooks the factory, had a startling experience. A two-year-old girl was blown out of its cot. Its father and mother, the nurse, and maid with the child immediately left the building.

### Building Shaken.

A member of the staff of the Black Lion Hotel, where there was a considerable number of customers at the time, stated:

"The explosion shook the building, and we were surprised to find when all was over that our premises had sustained little harm beyond the blowing out of some windows at the rear, facing directly on to the chemical workshop. There was, naturally, immense excitement in the hotel."

Mrs. R. Johnson, the tenant of a neighbouring flat, stated: "I thought it was an earthquake. I was in the front room, and was thrown to the ground. Every one of my windows has been smashed, the back door has been wrenched from its hinges, and a large quantity of china has been smashed."

Hundreds of people, attracted by the noise of the explosion, rushed to the scene, where flames shot up among the debris. The L.C.C. fire brigade was promptly summoned and succeeded in controlling the fire.

## THE PRINCE WITH THE ARTISTS.

SYMPATHY WITH THEIR HARDSHIPS.

HIT BY THE WORLD DEPRESSION.

The Prince of Wales, speaking at the dinner of the Artists' General Benevolent Institution at the Prince's Galleries, Piccadilly, referred to the precarious economic life of painters.

"How many famous painters, whose works are now recognised as the world's masterpieces, have died in poverty?" he asked. "How many have been forced during their lifetime, like Vermeer, to part with pictures just to meet the insistent demands of the local butcher or baker—pictures which to-day have probably crossed the Atlantic for a sum with which the artist could have bought the whole town of Rotterdam, with Delft and Haarlem thrown in?"

"At all times to the artist fortunes are subject to the fluctuations of that very psychological thing called taste."

"Imagine the feelings of Sartorius for example if he had seen his picture of the Old Berkeley huntman in his yellow coat knocked down by Mr. Hannen for £5,000, and imagine our grandfathers' feelings at the ridiculous, in fact the insulting sums of money for which mid-Victorian favourites can nowadays be acquired."

### The Green Sea.

"Changes in taste are so swift in the life of those who are painting now, that who knows that the man who showed his uncle the picture might tell him that the green sea, which actually was a green field was not so bad, but that he thought that the cow that really was a ship was not very good (Laughter and cheers.)"

"Ladies and gentlemen," said the Prince laughing, "I confess to you that I got that story all wrong. I hope you will forgive me, because I have been making quite a few speeches lately. (Laughter and cheers.) Unfortunately I cannot paint at all."

Taste often changed rapidly even during an artist's lifetime and there were many whom the public probably regarded as prominent in their profession who found their work duly hung on the line, but unfortunately not purchased.

In the present world-wide crisis, artistic work came under the heading of a luxury. There might be still in the United States a very few wealthy patrons of the arts who had not had to rule luxuries out of their budgets, but they concentrated as a rule on the Old Masters, and rarely supported the contemporary artist who was struggling to earn his daily bread. In this country the majority of those who appreciated and owned good pictures had long since been forced by death duties and taxation to sell rather than to buy.

The present dearth of commissions meant ruin to many artists.

Sir William Llewellyn, President of the Royal Academy, paid a tribute to the Queen's interest in art and artists and her interest in and solicitude for the fund.

Mr. E. Guy Dawber, Treasurer of the Institution, announced that subscriptions to the festival through the stewards lists this year totalled £5,077, and that within the past ten minutes an anonymous donor had given him a further gift of £1,000.

## VATICAN MAY BREAK WITH ITALY.

GOVERNMENT FAILS TO REPLY TO NOTES.

Rome, June 8.—That the conflict between the Vatican and the Fascist government will lead to an open breach of diplomatic relations seems to be indicated by the fact that the Italian government has not yet replied to the two notes of the Vatican presented on May 29 and June 3 respectively. It is stated that the Vatican is preparing a third note and also intends issuing a diplomatic White book on the whole dispute.

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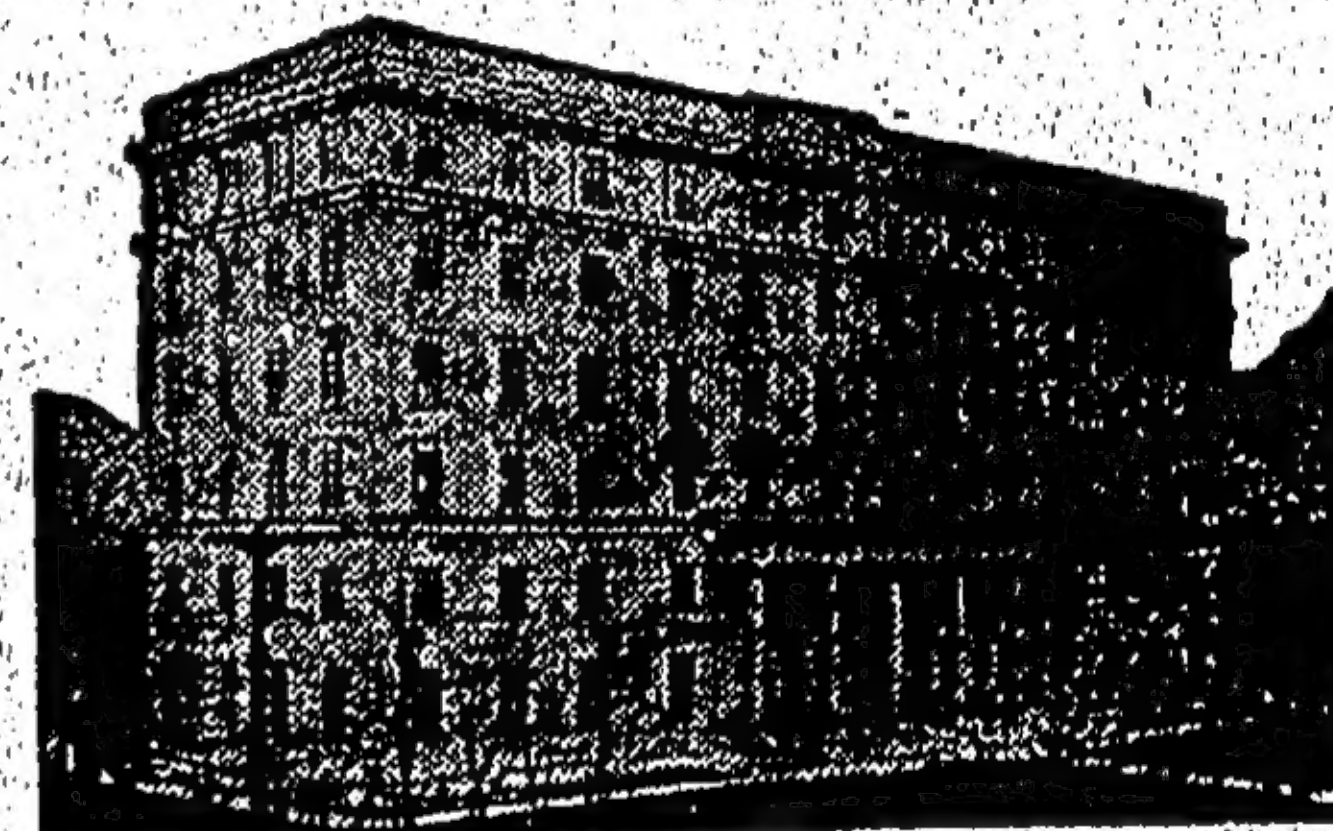
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## A NANNING NEWS LETTER.

## NEW REGIME FESTIVITIES.

[FROM OUR OWN CORRESPONDENT.]

NANNING, June 3.

People in Nanning are at this moment having a holiday and festivities to celebrate the establishing of the New National Peoples Government in Canton. There are decorative arches in all the main streets; shops are closed, but are hanging out Kuomintang flags. Crackers are being let off everywhere, and speeches are being made by prominent officials and leaders of trade unions and other organisations to the huge crowd assembled on the parade ground near the Settlement bund. Earlier in the day students, soldiers, trade unionists, and officials made their way in a long procession, with bands playing and banners waving, to the meeting place. Everyone is merry, thoroughly enjoying the event.

## Drought.

There has been no rain for a long time either in Nanning or in the up-river districts. The early spring harvest has in consequence been a failure. A break in the weather came too late to do much good. Rice has to be brought in from abroad and the price is H.K. \$14 per picul.

## Military News.

General Li Chung Jen left by motor car for Kwanyuen about a week ago and it is said that on his way he will inspect the troops. He will proceed to Wuchow and then to Canton for a conference.

## Bandits.

Bandits are active, and a raid took place on a house in the In fan village about 3 li above Nanning, eight persons (5 women and 3 men) being taken off prisoners and a small boy of five years old was killed.

## Students on Strike.

There is trouble between students and teachers. A new regulation tightening up discipline has been imposed and the students are going on strike.

## HONG KONG POLICE RESERVE.

[ORDERS ISSUED BY THE HON. MR. E. D. C. WOLFE, C.M.G., INSPECTOR-GENERAL OF POLICE.]

## General.

Revolvers Practice.—The regular weekly revolver practice will take place at the Bowen Road Revolver Range to-morrow at 5 p.m. It will be open to members of the Chinese Company, Hong Kong Police Reserve. All members of the Chinese Company who have not passed Part III, this year are requested to attend without fail.

## Training Course Part II.

The weekly classes for Police Reservists at the Chinese Company's Headquarters, 17, Queen's Road Central, will be held as usual to-day at 5.30 p.m. All members of the Chinese Company who have not passed Part II of Training Course should attend.

## Indian Company.

Training Course Part I.—The following members have been passed out as efficient in Part I of Training Course (Squad Drill and Rifle Exercises):—Constables R.280 Juma Ali, R.281 Abdul Rahman and R.283 Razick Salim.

## Flying Squad.

Strength.—Constable R.353 C. E. Coelho has been taken on the strength of the Flying Squad, and posted to the Hong Kong Section as from June 13.

The weekly instructional patrol of the Kowloon Section will take place to-day. Fall in at Tsim-tse-tai Fire Brigade Station at 5.30 p.m. sharp. Dress: Khaki uniform and cap with khaki cover.

The weekly instructional patrol of the Hong Kong Section will take place on Friday, June 10. Fall in at Central Police Station at 5.15 p.m. sharp. Dress: Khaki uniform and cap with khaki cover.

## Sharpshooters' Company.

Revolvers Practice.—Revolvers practice will be carried out on the Kennedy Road Range to-morrow at 5.15 p.m. Members will assemble on the range at that hour with their belts, holsters and revolvers. Uniform optional.

Inspection of Rifles.—All rifles in the possession of members of the Company are to be turned in to the Police Armoury for inspection as soon as possible.

(Sgd.) D. L. KING, D.S.E. (R.).

## CHINESE CHAMBER MEETING.

## AUTHENTICITY OF "SUE KAN" CHOPS.

## PROCEDURE AT RECENT ELECTION CHALLENGED.

The procedure employed at a recent election of the Chinese Chamber of Commerce was the subject of a lengthy meeting yesterday when the institution held its usual monthly committee meeting.

The discussion was brought about as a result of a letter sent to the Committee by nine scribblers who pointed out that some of the votes did not bear proper chops but only "Sue Kan" chops, which were literally "chit book" chops.

It was pointed out that these "Sue Kan" chops were not the official "chops" of Chinese firms. They were available to comparatively junior members of a firm. Since many votes bore such chops, it was argued that the election was irregular.

A member stated that he understood that a certain amount of canvassing had been going on. He pointed out that such a procedure was irregular.

## Proper Chops Required.

The admissibility or otherwise of "Sue Kan" chops was thoroughly gone into, and although it was generally conceded that this form of chop had been admitted in the past, it was not considered desirable to recognise this chop for the present election. Those who wanted to vote, it was pointed out, should make use of the proper chop of their respective firms.

At this point a member asked who was to be arbiter as to which was the proper chop and which was merely a "Sue Kan" chop. If the election was to be so strict, the proper procedure was to get all voters to register their proper chops with the Chamber and to use only such "chops" on their voting papers.

## Voting Papers to be Returned.

The result of the voting, it was pointed out by one member, had already been announced in one of the Chinese papers. This result of course included the votes of those who had used the "Sue Kan" chop. Some members were in favour of calling a general meeting of members to decide the point, while others thought that the matter could be settled then and there. It was ultimately decided that all voting papers bearing the "Sue Kan" chop were to be returned to the voters by registered post, such voters to be asked to confirm the authenticity of the chop or in other way make their views known to the Chamber.

## Secretary's Resignation.

Mr. Chan Heung Pak, the present secretary of the Chinese Chamber of Commerce tendered his resignation to the Committee recently and this was read out to the meeting, who unanimously deplored the fact that Mr. Chan, by reason of his health, had been forced to take such a step. Mr. Chan was persuaded to serve until the new committee is elected.

## FORMER POLICE OFFICER'S DEATH.

## MR. JOHN ROBERTSON.

The death occurred at Cheltenham, England, on April 27 last, of Mr. John Robertson, husband of the former Miss Dorothy Morgan and son of the late Mr. Charles Robertson and of Mrs. Adamson, of 66, Liff Road, Loches.

Mr. Robertson served in the Hong Kong Police Force for five years before he was invalided home on April 18, 1924. He was one of a number of officers wounded in a serious affray with armed robbers who were tracked down to their headquarters at 6, Canton Road, Yaumati. Sergeant Robertson, as he then was, received a bullet wound in the stomach and for many months afterwards little hope was held out for his recovery. He left when he was sufficiently recovered to undertake the voyage, and since that time he had been receiving treatment at nursing homes.

On June 4, 1924, he was granted the Fourth Class Police Medal by the then Governor (Sir Reginald Stubbs) for bravery and resource shown on the occasion of the Yaumati affray. He was finally invalided from the Force on September 17 of the same year.

## SEQUEL TO PRISON FRACAS.

## INQUIRY REGARDING PRISONER'S DEATH.

## ALLEGATIONS AGAINST WARDER DISCREDITED.

An inquiry was heard yesterday

before Mr. E. W. Hamilton at the Kowloon Police Court into the death of a Chinese prisoner, Chan Pui, which occurred as the result of a fractured skull following a disturbance in Lai-chikok prison on May 30.

Mr. D. Daniels, warder of Lai-chikok prison, said that at 7 a.m. on May 30 he mustered the prisoners, after unlocking them, and marched them down to the parade ground. They were searched, and the order to "carry on" was given. The prisoners seemed fidgety and suddenly there arose a tremendous yell, and they rushed towards the chief-warders' office. There were about 23 officers and 180 prisoners present. There was a rough and tumble, but he did not see any weapons being used. He saw a water-bucket being thrown by one of the prisoners. As far as he knew there was no damage done at all.

It came as a great surprise to him when he heard that a Chinese had died. The deceased was a well-behaved and hard-working man. When witness saw the man, he was holding his stomach and when asked what was the matter said he felt "a little sick."

## Struck by Bamboo Pole.

Lau Koo, another prisoner, said that deceased was detained in the same hall as himself. In the commotion which arose, he himself was hit on the forehead by an Indian warder with a broom. He remembered that deceased was hit by an Indian warder with a bamboo pole. He did not tell the principal-warder or Mr. Franks of this incident, but reported the matter to warder Johnston the same day. When the dead man was hit, a bump, over an inch in size, came up on his forehead.

Another prisoner said he saw deceased struck by an Indian warder on the head with a bamboo pole. There was a swollen bump on his forehead, but there was no bleeding.

Omen Dini, an Indian warder at Lai-chikok prison, said that in the commotion, he pushed some of the prisoners with his hands, but struck none of them with a weapon. Witness said that he was in charge of another section to that of the dead man. There was no enmity between them.

## Buckets as Missiles.

Mr. J. C. West, principal-warder at Lai-chikok prison, said that he was soon on the scene of the disturbance. He noticed that spittoons and buckets were being thrown all over the place. The disturbance subsided as soon as the prisoners saw him. He himself saw no police officer on warder using any weapon. He disarmed the prisoners. The deceased had a bamboo pole in his hands, and was about to strike someone. He asked for complaints, and six men stepped out.

The two prisoners, who had given evidence, were the leaders. There was no statement made that the dead man had been struck and no one complained to him of having been assaulted. The deceased complained at 8 p.m. that night that he was feeling sick. The first information he had that there was anything wrong with the prisoner was when Dr. Smalley rang up and told him that he was suffering from a fractured skull. The first statement he received from any prisoner was on the Sunday afternoon, when the two prisoners who had given evidence, told him they had seen the dead man struck.

Mr. J. Johnston, a warder, said that he took statements on Saturday morning, but neither of the two prisoners, who had given evidence, stated that they had seen the deceased struck.

## No Complaints.

Mr. J. Franks, superintendent of prisoners, said that he saw these two prisoners on the Saturday, neither of them made any statement to him that they had seen the deceased being struck by an Indian warder. The next day, however, after the man had died, they made a complaint. The Indian warder in question was a good officer, Mr. Franks stated that there was no statement in the prison against one junior warder, who had nothing to do with the present inquiry.

The jury found that deceased had died as a result of a fractured skull, caused by a blow from a bucket or spittoon, thrown by a section of the prisoners during the disturbance. Everything possible in the circumstances was done, and no blame of any description could be attached to the prisoners or authorities.

## CRIES OF SAVE LIFE FROM SAMPAN.

## PASSENGER DECLARES HE WAS ROBBED.

While the Government steam launch S.D.4 was proceeding along the Southern Fairway at 2.45 p.m. yesterday, the crew heard calls of "Save Life!" proceeding from a sampan which was under way. They called on the sampan to stop, but the order was ignored, so the launch gave chase, and went alongside the sampan. Just about that time No. 9 Police Launch came alongside to investigate.

It was found that two Chinese passengers on the sampan were being conveyed ashore from the s.s. Kingchow, and they declared that they had been forcibly searched by the sampan men, one of the passengers saying that he had been robbed of \$5.

The whole crowd was taken to the Water Police Station and one of the crew of the sampan will be charged with theft, the case coming before the Kowloon Magistrate this morning.

## SWORD-DUEL IN WANCHAI.

## JAPANESE IN FIERCE FIGHT.

## ALL OVER A WOMAN.

According to a police report, 280, Hennessy Road, was the scene of a fierce fight between six Japanese on Sunday night, as a result of which two Japanese seamen have been admitted to the Government Civil Hospital, one of them in a very critical condition.

It would appear that the battle lasted some ten minutes before the police were communicated with. Arriving on the scene shortly after receipt of the alarm, the officers found two of the six men hors-de-combat while the rest had fled. It was stated the men were armed with Japanese swords, the affair being preceded by a feast when sukiyaki and wine were freely consumed.

## A Preliminary Feast.

Though it is presumed that the fight was pre-arranged, the men did not seem very upset by what was in store for them. Instead they spent some two hours in generally making merry, during which time they drank to each other's health with a stoic calm.

Suddenly a signal was given and jumping to their feet the men cleared the room and prepared themselves for the affray. They then sorted themselves out into pairs and the fight began in earnest.

Their shouts and war-cries attracted the attention of the passers-by who soon collected round the house. The police were sent for and when they arrived they found a door which had previously resisted all attempts at opening, now unlocked and when they entered an appalling scene greeted them.

## Slashed by Sword-Quit.

On a chair on to which he had managed to drag himself was a Japanese, bleeding freely from a serious wound where his scalp had been slashed by a sword-cut. He had another cut over an eye, and a thrust wound in the side, in the region of the heart. He gave his name as Tokichi Mayamati (25), a seaman from the s.s. Morai Maru. He was taken to the Government Civil Hospital. His condition is reported as very serious.

Another Japanese, also suffering from a number of wounds, was found on the floor. He gave his name as Satsuo Shigun, and said he was a seaman on the s.s. Kishi Maru. It is believed that he was Mayamati's immediate adversary in the sextette of duellists.

Investigations are being carried out by the police and it is believed that a Japanese woman is at the bottom of the affair.

## HONG KONG STOCK MARKET.

## CROUCHER &amp; CO.'S DAILY REPORT.

The market is far from active, what business is going on being chiefly for Settlement account, and prospective cash buyers appear to be holding off before entering into fresh commitments.

Banks and Unions are offering at \$600 and \$2,000, respectively, but with exchange weakening, we expect what shares are offering to be taken off the market.

Underwriters are wanted at \$5.50 and China Fires at \$6.75 after sales at these rates. Hong Kong Fire can be placed at \$1.30 but holders are asking \$1.40 for a small lot.

Wharves are offering for the Settlement at \$1.68, but cash buyers will not pay more than \$1.07.

Providents were done at \$3 for September and are wanted at \$5.75 cash.

Hotels were taken at \$1.71 cash and \$1.70 August but they were slightly easier at the close.

Land is in small demand at \$92.50 and Humphreys were distinctly better at \$31.50.

There were few signs of willingness to open up fresh commitments in the Utility section which opened dull. Trams remain neglected with shares offering at \$21.50. Ferries at \$90.50. Peak Trams at \$14.75 are quiet and Electric at \$81.

China Lights are easier, with buyers offering \$38.00 and sellers holding out for \$38.50.

Cements declined from Saturday's quotation of \$21 to \$20.50, at which rate shares could be placed in small lots.

Dairy Farms hardened to \$32.00 and Watsons \$14.00. Lane, Crawford were sold at \$8 for August with cash buyers at \$7.60.

Constructions have buyers at \$8.00.

## EARL JELICOE ON EMPIRE PERILS.

## NAVY REDUCTION OVERDONE.

## IS OUR MANHOOD GETTING SOFT?

Two dangers of the present day were emphasised by Admiral of the Fleet, Earl Jellicoe, when he spoke at the Empire Day dinner of the Royal Empire Society at the Connaught Rooms.

That our manhood is becoming "soft."

That we are overdoing naval reductions.

Earl Jellicoe said that what was needed again was "the will to victory," and the leadership to bring victory.

"It is necessary, too, for the nation to realise that to compete successfully with other nations we must put our backs into our work."

"Above all, it is essential that there should be no weakening of the spirit of virile manhood which made the Empire what it is. I do see signs of this. Empires in the past have gone under because their peoples became soft."

"There are other reasons, too, such as the growth of a spirit of selfishness and luxury, a want of public spirit, a dilution of discipline, and the absence of a sense of duty. Let us be careful to avoid such weakening influences."

"Empires in the past, too, have gone under because their defensive forces were allowed to decrease below the essential limit. It is certain that the British Empire is not running great danger in this direction."

"In the case of every one of our Allies, there has been a great advance in relative naval strength, and that advance is continuing to-day. We alone have reduced and reduced to a limit which gives, at any rate to those who held responsible posts during the war, very great anxiety as to the future, and we are continuing to reduce."

In the absence of the Duke of Connaught Col. Sir Weston Jarvis presided. Sir Arthur Steel-Maitland, M.P., Dr. Drummond Shiels, M.P., (Under-Secretary for the Colonies), and Admiral Sir Dudley de Chair also spoke.



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All orders to Hong Kong Hotel (Visitors only).  
Valparaiso Service—384, Nathan Road, (next door MARSEILLE THEATRE).  
109-110, 111-112, 113-114, 115-116, 117-118, 119-120, 121-122, 123-124, 125-126, 127-128, 129-130, 131-132, 133-134, 135-136, 137-138, 139-140, 141-142, 143-144, 145-146, 147-148, 149-150, 151-152, 153-154, 155-156, 157-158, 159-160, 161-162, 163-164, 165-166, 167-168, 169-170, 171-172, 173-174, 175-176, 177-178, 179-180, 181-182, 183-184, 185-186, 187-188, 189-190, 191-192, 193-194, 195-196, 197-198, 199-200, 201-202, 203-204, 205-206, 207-208, 209-210, 211-212, 213-214, 215-216, 217-218, 219-220, 221-222, 223-224, 225-226, 227-228, 229-230, 231-232, 233-234, 235-236, 237-238, 239-240, 241-242, 243-244, 245-246, 247-248, 249-250, 251-252, 253-254, 255-256, 257-258, 259-260, 261-262, 263-264, 265-266, 267-268, 269-270, 271-272, 273-274, 275-276, 277-278, 279-280, 281-282, 283-284, 285-286, 287-288, 289-290, 291-292, 293-294, 295-296, 297-298, 299-300, 301-302, 303-304, 305-306, 307-308, 309-310, 311-312, 313-314, 315-316, 317-318, 319-320, 321-322, 323-324, 325-326, 327-328, 329-330, 331-332, 333-334, 335-336, 337-338, 339-340, 341-342, 343-344, 345-346, 347-348, 349-350, 351-352, 353-354, 355-356, 357-358, 359-360, 361-362, 363-364, 365-366, 367-368, 369-370, 371-372, 373-374, 375-376, 377-378, 379-380, 381-382, 383-384, 385-386, 387-388, 389-390, 391-392, 393-394, 395-396, 397-398, 399-400, 401-402, 403-404, 405-406, 407-408, 409-410, 411-412, 413-414, 415-416, 417-418, 419-420, 421-422, 423-424, 425-426, 427-428, 429-430, 431-432, 433-434, 435-436, 437-438, 439-440, 441-442, 443-444, 445-446, 447-448, 449-450, 451-452, 453-454, 455-456, 457-458, 459-460, 461-462, 463-464, 465-466, 467-468, 469-470, 471-472, 473-474, 475-476, 477-478, 479-480, 481-482, 483-484, 485-486, 487-488, 489-490, 491-492, 493-494, 495-496, 497-498, 499-500, 501-502, 503-504, 505-506, 507-508, 509-510, 511-512, 513-514, 515-516, 517-518, 519-520, 521-522, 523-524, 525-526, 527-528, 529-530, 531-532, 533-534, 535-536, 537-538, 539-540, 541-542, 543-544, 545-546, 547-548, 549-550, 551-552, 553-554, 555-556, 557-558, 559-560, 561-562, 563-564, 565-566, 567-568, 569-570, 571-572, 573-574, 575-576, 577-578, 579-580, 581-582, 583-584, 585-586, 587-588, 589-590, 591-592, 593-594, 595-596, 597-598, 599-600, 601-602, 603-604, 605-606, 607-608, 609-610, 611-612, 613-614, 615-616, 617-618, 619-620, 621-622, 623-624, 625-626, 627-628, 629-630, 631-632, 633-634, 635-636, 637-638, 639-640, 641-642, 643-644, 645-646, 647-648, 649-650, 651-652, 653-654, 655-656, 657-658, 659-660, 661-662, 663-664, 665-666, 667-668, 669-670, 671-672, 673-674, 675-676, 677-678, 679-680, 681-682, 683-684, 685-686, 687-688, 689-690, 691-692, 693-694, 695-696, 697-698, 699-700, 701-702, 703-704, 705-706, 707-708, 709-710, 711-712, 713-714, 715-716, 717-718, 719-720, 721-722, 723-724, 725-726, 727-728, 729-730, 731-732, 733-734, 735-736, 737-738, 739-740, 741-742, 743-744, 745-746, 747-748, 749-750, 751-752, 753-754, 755-756, 757-758, 759-760, 761-762, 763-764, 765-766, 767-768, 769-770, 771-772, 773-774, 775-776, 777-778, 779-780, 781-782, 783-784, 785-786, 787-788, 789-790, 791-792, 793-794, 795-796, 797-798, 799-800, 801-802, 803-804, 805-806, 807-808, 809-810, 811-812, 813-814, 815-816, 817-818, 819-820, 821-822, 823-824, 825-826, 827-828, 829-830, 831-832, 833-834, 835-836, 837-838, 839-840, 841-842, 843-844, 845-846, 847-848, 849-850, 851-852, 853-854, 855-856, 857-858,



## NEW ADVERTISEMENTS

CHINESE CUSTOMS  
NOTIFICATION.

THE Offices and Stations of the CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to PUBLIC BUSINESS on the 20th JUNE, 1931, being a CUSTOMS HOLIDAY.

J. W. STEPHENSON,  
Commissioner of Chinese Customs,  
KOWLOON AND DISTRICT,  
YONG BUILDING,  
Hong Kong, 15th June, 1931. [863]

THE EASTERN EXTENSION  
AUSTRALASIA & CHINA  
TELEGRAPH CO. LTD.

ASSOCIATED WITH IMPERIAL  
& INTERNATIONAL COM-  
MUNICATIONS, LTD.

From 15th instant Daily Letter  
Telegrams will be accepted for the  
Netherlands East Indies.

S. LACK,  
Manager.

## UNIVERSITY OF HONG KONG.

## NOTICE.

MATRICULATION  
EXAMINATION.

NOVEMBER, 1931.

THE following Scholarships will be  
Awarded on the Results of the  
MATRICULATION EXAMINATION  
to be held in NOVEMBER,  
1931—

- 1.—One Hong Kong Government  
Educational Scholarship, open to  
GIRL candidates from Hong Kong  
Schools.
- 2.—One Hong Kong Government  
Educational Scholarship, open to  
BOY candidates from Hong Kong  
Schools.

W. B. FINNIGAN,  
Registrar.

15th June, 1931. [861]

IN THE SUPREME COURT OF  
HONG KONG.

IN THE MATTER OF THE ESTATE OF  
JOHN D. WISHART, LATE  
OF S.S. "SUI SANG", 2nd  
ENGINEER, DECEASED.

NOTICE IS HEREBY GIVEN  
that the Court has, by virtue of  
Section 18 of the Probates Ordinance  
1897 (No. 2 of 1897), made an Order  
limiting the Time for sending in Claims  
to or against the above Estate to the  
24th DAY OF JULY, 1931.

Creditors and Claimants are hereby  
required to send their Claims to the  
Undersigned by the above Date.

Dated this 15th day of June, 1931.

E. P. H. LANG,  
Official Administrator. [854]

## PEAK CLUB.

THE ANNUAL GENERAL  
MEETING of the Club will be  
held at the PEAK CLUB, on THURS-  
DAY, 25th JUNE, 1931, at 8 P.M.

D. L. NEWBING,  
Hon. Secretary. [83]

## WM. POWELL, LTD.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN  
that the 80th ORDINARY  
GENERAL MEETING of SHARE-  
HOLDERS will be held at  
KCHANG BUILDING, on  
WEDNESDAY, 17th JUNE, 1931,  
at 11.30 A.M., for the purpose of  
receiving the Report of the Directors  
and Statement of Accounts for the  
Year ended 28th FEBRUARY, 1931.

The TRANSFER BOOKS of the  
Company will be CLOSED from the  
8th JUNE to the 17th JUNE, Both  
Days inclusive.

By Order of the Board of Directors,  
F. E. SKINNER,  
Acting Secretary.

Hong Kong, 2nd June, 1931. [918]

INDO-CHINA STEAM NAVIGA-  
TION CO., LIMITED.

THE FIFTIETH ORDINARY  
GENERAL MEETING of the  
Company will be held at the Office  
of the General Manager, Messrs.  
JARDINE, MATHESON & CO.,  
LTD., 77th Street, Hong Kong,  
on WEDNESDAY, the 17th JUNE,  
1931, at NOON, for the purpose of  
receiving the Report of the Directors,  
passing the Accounts, and electing  
Directors and Auditors.

The TRANSFER BOOKS of the  
Company will be CLOSED from the  
10th JUNE to 1st JULY, 1931, Both  
Days inclusive.

By Order of the Board,  
JARDINE, MATHESON & CO., LTD.,  
General Managers.

Hong Kong, 27th May, 1931. [780]

COOL!  
REFRESHING!

THIRST-QUENCHING  
DRINKS THAT WILL  
HELP YOU TO KEEP  
COOL!

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DELICIOUS

## LEMON SQUASH

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CALIFORNIAN LEMONS.  
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THE PUREST OF PURE  
SPARKLING WATER.

WATSON'S  
TONIC WATER

INVIGORATING AND  
THIRST-QUENCHING, A  
PERFECT "MIXER"  
WITH LIME JUICE OR  
GIN.

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the whole of the Far East  
use the

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CHINA, SIAM, STRAITS  
SETTLEMENTS, MALAY  
STATES, NETHERLANDS  
INDIA, BORNEO, THE  
PHILIPPINES, Etc.

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ly 2,300 Pages gives, in addition  
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in the Far East containing the  
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as Surnames, in strict alphabe-  
tical order.

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Far Eastern firms.

LARGE EDITION ... \$12

SMALL EDITION ... \$8

## HONGKONG DAILY PRESS, LTD.

11, Ice House Street,

Hong Kong.

## WEATHER REPORT.

Yesterday's weather report, fore-  
cast and remarks, issued by the  
Royal Observatory at 5.15 p.m.,  
stated:—

Depressions are situated to the  
N.E. of Shanghai and to the west  
of Hanoi.

Local Forecast:—S. winds, mode-  
rate; generally overcast.

Editorial and Business Offices: 11,  
Ice House Street. Tel. 30251.  
Night Editor (Wanchai Office):  
Tel. 24511.  
London Office: 63, Fleet Street,  
E.C. 4.

## The Daily Press.

HONG KONG, JUNE 16, 1931.

THE BEGGARS ARE COMING  
TO TOWN!

The maximum penalty for begging  
in Hong Kong is to be raised from  
five dollars to twenty-five dollars.  
The reason given is that the authori-  
ties do not consider the former  
sum to be a sufficient deterrent.  
We doubt, however, whether this  
step, which, in effect, gives a Magis-  
trate power to send a beggar to  
prison, will drive the growing army  
of beggars out of the Colony. We  
have always had beggars in the  
place, but they are becoming more  
numerous every day. It cannot,  
moreover, be denied that they are  
very pitiable. We all know that  
unmitigated nuisance the sturdy  
beggar, who gets *cumshaw* by  
pestering and even by threats. He  
may have been driven to mendici-  
cancy by lack of work, but when  
he reaches the turbulent stage he is  
a danger to the community. But  
our local beggars are most of them  
blind, maimed, and diseased. No  
one can help feeling sorry for them,  
especially as not a few are mere  
children and a proportion are aged  
persons. The majority are as harm-  
less as they are unlovely.

It is sometimes thought that  
begging is a paying profession. No  
doubt there are plums in this as  
in every job, and we must of us  
know Sir ARTHUR CONAN DOYLE's  
clever story of "The Man with the  
twisted Lip," who made a big in-  
come by begging in the Strand. An  
experienced officer of the local police  
informs us that in Hong Kong  
there are no wealthy beggars.  
About fifty cents would be a good  
average of the money he has found  
on the many beggars whose search-  
ing he has superintended. The  
maximum he could call to mind was  
two and a half dollars. Here are  
no pockets weighted with silver.  
It is sometimes imagined that there  
is a beggars' guild, or, alternative-  
ly, that there is a syndicate, with  
a millionaire chairman of directors,  
that traffics in beggars, bringing  
up particularly attractive speci-  
mens and employing its inspec-  
tors to collect all but a tiny per-  
centage. We are informed, however,  
that in Hong Kong no such organi-  
sations are known to the authori-  
ties. The beggars are *bona fide*  
suppliants. Some of the children  
are sent out by their parents but  
there is no evidence of an elaborate  
organisation.

The question remains, "what  
should we do with our beggars?"  
To give to a beggar is bad in prin-  
ciple, because only organised help  
by the community can do any  
good. The few cents presented on  
a wave of sentimental pity bolsters  
up the pitiable system. If no one  
gave there would be an end of  
begging. On the other hand, the  
natural impulse is against refusing  
the appeal of a blind child, and  
there are enough determined soft-  
hearted persons to keep this ancient  
calling alive.

We understand that once a week  
there is a round up by the police  
of from forty to sixty beggars, who  
are duly placed in a police launch  
and taken to a point over the  
border, beyond Sham Chui. They  
are deposited on Chinese soil, and

in twenty-four hours they are back,  
generally on their old haunts.  
Presumably a native craft waits at  
a convenient *rendezvous* and pro-  
vides a return passage at suitable  
fares.

In Canton, at the present time,  
there are hardly any beggars on  
the streets. There is an admirable  
institution to which beggars are  
taken by the police. They are  
clothed, fed, taught a trade and  
made to work. If there is one  
thing that a beggar hates and fears  
it is an institution of that kind.  
Short spells in prison he does not  
mind, but permanent incarceration,  
with its attendant discipline, is a  
thing to avoid at all costs. At any  
rate the Canton institution, which  
is not very large, is sufficient to  
frighten the whole fraternity of  
beggars from the City of Rams.  
Perhaps the Hong Kong Govern-  
ment might look into the matter.  
This is not the time for starting  
expensive institutions but in this  
case "a very little one" might  
have the desired effect.

## AN R.A.F. INVENTION.

According to the Home papers the  
Royal Air Force Staff have invent-  
ed a new means of starting heavy  
bombing machines which is bound  
to have a considerable influence  
on aeroplane tactics and design.  
Until now a large bombing machine,  
weighing anything up to ten tons,  
has needed a run of 300 yards  
before taking off; with the new  
catapult device it can manage with  
about a tenth of this allowance.  
The intention is to build portable  
catapult-motors which can be sent  
on in advance of the bombing  
squadrons and enable quite small  
aerodromes to accommodate the  
largest types of machine. Here,  
then, is an invention which will be  
copied and, if possible, bettered by  
the technical staffs of half a dozen  
air forces. A new element of com-  
petition has been introduced into  
military aircraft design. It is im-  
possible to blame the Air Force  
officials for doing their best to im-  
prove the fighting quality of our  
machines; they would indeed be  
failing in their duty if they neg-  
lected that pursuit of new inven-  
tions in which every Air Ministry  
is engaged. At the same time it is  
obvious that every new improve-  
ment stimulates other countries to  
keener competition, and that the  
net effect of progress in destructive  
power is not greater but less  
security. This is the basis of the  
demand for reciprocal disarmament.  
The danger lies not so much in  
armaments as in the competition  
which accompanies them and which  
is concerned as much with type as  
with size. New inventions like the  
German "pocket battleship" and  
the British aerial catapult stimu-  
late international rivalries and  
make the task of limitation still  
more difficult. But as long as there  
is no limitation by agreement it  
is inevitable that the exports in  
every country should try to outwit  
their opposite numbers across the  
frontiers. Success in one country  
stimulates the others to greater  
exertions. It is this competition  
which the Disarmament Conference  
will seek to bring to an end.

The Windmill.  
London's newest theatre will open  
on June 8 with a new piece by  
a new author. The play is "In-  
quest," by Michael Barringer. The  
scene of its action is laid in a  
small country town, where an im-  
promvised coroner's court will be  
soon sitting in a local council  
chamber. Mary Glynn, Hilda  
Trevelyan, Herbert Lomas, and  
Campbell Gullan (who is also the  
producer) were to play some of the  
principal parts. The theatre is  
the Windmill, which has been built  
on Great Windmill Street, near  
Shaftesbury Avenue, on the site of  
a former cinema. It has been  
fitted with all the latest luxuries  
and stage devices, and though it  
only seats a little over 200 people,  
there will be a pit and an upper  
circle.

## ★ News and Views ★

## The Idiot!

She: "I didn't do the courting.  
You were crazy to marry me." He:  
"I agree. I must have been an  
idiot."

## The Defence.

"Here, we can't have you whist-  
ling while you work," said the for-  
man to the new boy taken on during  
the rush. "But I was only whist-  
ling," explained the boy.

## Racing Driver Engaged.

Mr. William Berkeley Scott, the  
27-year-old Cambridge Rugby Blue  
and holder of 18 world's motor-  
racing international class records,  
is engaged to Miss Ruth Mc-  
Kechney, aged 24, daughter of Mr.  
and Mrs. McKechney, of Murray-  
road, Wimbledon, S.W. "I met  
Miss McKechney a year ago," Mr.  
Scott said. "It was very strange.  
A friend was giving a party, and  
his car broke down, preventing him  
from attending. He telephoned me,  
asked if I would take his place. I  
did so, and that is where I met my  
fiancee."

## The Underground.

Some of the stockholders of the  
Underground group are up in arms  
against the bargain which Lord  
Ashfield has struck on their behalf  
with the Minister of Transport.  
Their objection to transferring  
their property to public ownership  
is based on the power given by the  
London Passenger Transport Bill  
to the Minister to nominate the  
members of the Controlling Board.  
In other words, they fear political  
monkeying, and their opposition is  
likely to be persistent. Lord Ash-  
field has made the best bargain he  
could arrange for the shareholders.  
But he means that the bargain and  
the Bill shall go through. The  
reason for his insistence is quite  
plain. He knows that, unless this  
is done, there is no future for the  
Underground company and that a  
rejection of the Bill and of the  
bargain will leave the company and  
him with a financial problem of  
increasing embarrassment.

## Sir John Du Cane.

The termination of General Sir  
John Du Cane's military career, co-  
incident with his retirement from  
the Governorship of Malta, marks  
the conclusion of a chapter in the  
history of the British Army which  
might never have been written had  
"anything better ever turned up."  
For that, in his own words, de-  
scribes why Sir John stayed on in  
the Army and came to be one of  
its most distinguished commanders.  
His was the kind of brain that  
found work easy, and, because no-  
thing else turned up, he passed  
along without effort from one pro-  
motion to another. Among the  
British Armies you could find no  
more cool, competent commander.

## A Queer Dish.

Lion flesh is among the "de-  
licacies" offered to visitors at the  
Colonial Exhibition in Paris. It  
will, I fancy, create more curiosity  
than enjoyment, says a writer in  
a Home newspaper. The only time  
I tasted lion was at a small dinner  
party given in London by the late  
Capt. Denys Finch-Hatton, Lord  
Winchelsea's brother, who was killed  
in Kenya. He declared that he  
had been able to bring it back with  
him from Africa by some refrigerat-  
ing process, but he was a confirmed  
practical joker, and he had a  
twinkle in his eye at the time. All  
I know for certain is that it tasted  
indiscreetly nasty, though some  
carnivorous animals are quite  
edible.

## The Bishop is Watching.

Every cinema, every play and all  
published books were being watch-  
ed by the Public Morality Council,  
declared the Bishop of London in  
an address at the Hammermith  
Rotary Club luncheon at the  
Clarendon Restaurant. "I have  
reported to Mr. George Lansbury  
what I have seen in Hyde Park.  
We are watching all this every day  
to keep London a clean place. I  
sent 22 printed books to the Home  
Secretary (Mr. O'Connell) the other  
day, and one of the staff said: 'Why  
do you send them to the Home  
Secretary? He takes them all to  
heart so.' But I have to send them  
to somebody. Why should these  
books be printed in our country?"

## ★ Local Notes and Events ★

One Chinese case of typhoid fever  
was reported during Sunday.

While blasting operations were  
being carried out on a site near the  
old Shamshui Police Station on  
Sunday, a stonebreaker was killed  
by a fragment of rock.

Pleading guilty to the theft of a  
jack from a motor-car in Kowloon,  
a Chinese boy was ordered to re-  
ceive twelve strokes of the cane by  
Mr. Hamilton, at the Kowloon  
Magistracy yesterday.

At a sale of Crown land held  
yesterday at the P.W.D., brick  
bidding was witnessed when the last  
lot available on Prince Edward  
Road was sold for \$25,100 to Wong  
Yee Hau, 34, Wing Lok Street.

The verandah of the Garden  
Road residence of Mr. V. M. Gray,  
borned collapse on Saturday after-  
noon. The building has long been  
occupied for some time and the gar-  
deners and caretakers were not in  
that part of the building when the  
verandah fell, and consequently no  
one was injured.

A Chinese was sentenced to six  
months' hard labour by Mr. Hamil-  
ton at the Kowloon Magistracy  
yesterday for stealing a wallet con-  
taining \$600 of which \$218 was  
recovered. It was stated that the  
man is a professional harbour thief  
and has had four previous convic-  
tions.

Dr. Magnus Hirschfeld, Director  
of the Institution of Sexual Science  
in Berlin, has arrived in Hong  
Kong and is giving a lecture on  
sexual pathology at a meeting of  
the Chinese Medical Association on  
Thursday. He will also speak be-  
fore the University Medical Society  
on Friday evening.

Charged with having, in his  
possession eight taels of prepared  
opium, a Chinese was fined \$600 or  
five months' hard labour in default  
by Mr. Schofield yesterday. It was  
stated the drug was concealed in  
specially-made pockets on the inside  
of a pair of leggings which the de-  
fendant was wearing at the time.

The case in which Yau Chuen  
and Ka Wing, of the Lee Hing  
firm, are charged with altering the  
name of a certain kind of coal  
submitted in a tender to the Rail-  
way authorities, came before Mr.  
W. Schofield yesterday when it was  
adjourned till June 23. It was in-  
timated that Mr. F. C. Jenkin  
would appear for the defence.

Gaining an entry through a sky-  
light in the roof, two men carried  
out a robbery in a hut occupied by  
Pang Sze, a widow, and her daughter,  
in the village of Ho Shuang,  
Sheungshuiwai, New Territories,  
in the early hours of Sunday morning.  
After forcing the woman to hand  
over the key, they opened and rifled  
a safe, stealing from it a sum of  
\$120. They then escaped.

With the object of forming fur-  
ther troops of Boy Scouts in the  
Colony, special classes have been  
arranged for the training of scout-  
masters and are being held regu-  
larly at Scout Headquarters.  
After the course of training these  
new scouts, most of whom are  
Chinese, are to take over the troops  
that are now being formed.

The Rev. N. V. Halward, M.O., the  
Assistant Commissioner for Scout  
Training, is in charge of the enter-  
prise.

Two interesting accounts of the  
Anglican Church Council meeting  
recently held at Hanoi, and at  
which clergymen from Hong Kong  
and all parts of China took part,  
appear simultaneously in the cur-  
rent issues of *St. John's Review* and  
*St. Andrew's Parish Magazine*.  
The articles in question are from  
the pens of the Rev. C. B. Shann,  
M.A., and the Rev. N. V. Halward,  
M.O., respectively. We recommend  
their accounts of the synod to all  
interested in the work being done  
by the church in the various dioceses  
in China.

## SUMMARY OF NEWS

## Local and Far East.

"The Poseidon Fund." Page 5.  
Round the local cinema. Page 5.  
Police Reserve orders. Page 7.  
Varsity events, social and sport-  
ing. Page 10.  
Meeting of Chinese Chamber of  
Commerce. Page 7.  
Peak Tramway Co.'s annual  
meeting. Page 11.  
Hong Kong Stock Market: Crou-  
cher & Co.'s daily report. Page 7.  
Six Japanese were engaged in a  
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Poseidon have been abandoned by  
Admiralty instructions, owing to  
the Poseidon being covered with  
12 ft. of mud. Page 9.

## Where Gandhi Will Stay.

It appears likely that when Mr.  
Gandhi visits London he will be  
the guest of Mr. G. D. Birla, the  
well-known Indian merchant, and  
a personal friend of the Mahatma,  
at Aryabhavan, a vegetarian board-  
ing-house in Belsize Park.

## Looking Back 25 Years.

A curious story was brought to  
light on Wednesday night when a  
Chinaman was admitted to the  
Government Civil Hospital suffer-  
ing from injuries to which he  
succumbed shortly afterwards. Ap-  
parently the deceased, a merchant,  
who lived at 147, Des Vaux Road,  
had been in the habit of crossing  
the roofs of the intervening houses  
when he paid a visit to his friend  
at 30, Queen's Street. On the  
night in question he had spent the  
evening at his friend's house and  
was returning over the roofs about  
11 o'clock when he stepped on a  
broom handle, which caused him to  
stumble and fall down the backyard  
of 24, Queen's Street. At the  
bottom he alighted on a shopkeeper  
who was washing his hands there.  
Curiously enough, the shopkeeper  
was scarcely injured, although the  
man who fell on him was rather  
weighty, but the latter was so  
severely injured from his fall of 60  
feet that he died a few hours later.  
—*Hong Kong Daily Press*, June 16,  
1906.

## Looking Back 50 Years.

Affairs in China are fast hurrying  
to a crisis. For a long time past  
the two parties that rule, or at  
least influence the Chinese Empire  
— these are the Conservative  
or Anti-Foreign section headed by  
Tao, and the Liberal and Progress-  
ive Party, who look to Li Hung  
Chang as their guide—have been  
engaged in a struggle, the result of  
which will seriously affect the des-  
tinies of China and the interests  
of foreigners. The veteran Tao has  
by all those insidious means which  
obtain among Oriental statesmen,  
tried first to ascertain the strength  
of his rival, and then attempted  
to sap his power and weaken his  
influence, so as to overthrow him  
and his party, and remain master  
of the political field. Among the  
first attempts were those made  
about the end of February, when  
the General Li Shu Heng, at the  
probable instigation of Tao, pre-  
sented certain charges against Li  
Tung Chang. These charges were  
received with extreme "compo-  
sition" and ambiguous caution by the  
throne, and as we said at the time,  
this argued ill for the Leader of the  
Progressives, for had he still pos-  
sessed the absolute favour of the  
Crown and the plenitude of power  
with which he was then endow-  
ed, these charges would have  
been severely punished instead of  
being simply degraded. —*Hong Kong  
Daily Press*, June 16, 1881.



## PLEASURE STEAMER CAPSIZES.

FOUR HUNDRED PERSONS DROWNED.

[THROUGH REUTER'S AGENCY.]

St. Nazaire, France, June 14.  
A frightful death roll is feared aboard a small excursion steamer, believed to have over 600 people aboard, which is reported to have foundered in a gale off the estuary of the Loire.  
The steamer St. Philibert this morning conveyed 600 members of the Co-operative Union on an excursion to the island of Noirmontier, and returned thence at 1 p.m. in a gale, which increased in force.

Only Eight Survivors.

It is believed that the passengers crowded on one side of the vessel to shelter from the wind, causing the vessel to capsize.

The report of the disaster emanated from the lighthouse at Capo St. Gilles, and a tug is rushing to the spot to investigate.

The disaster is confirmed, and so far only eight survivors have been picked up.

Refusal to Re-embark.

Little hope is entertained of further survivors of the St. Philibert being rescued. It is known that 300 perished and about 100 were saved. They remained on Noirmontier, refusing to re-embark in the bad weather.

Swiftness of Disaster.

The swiftness of the St. Philibert disaster is proved by the fact that a tug rushed to the spot immediately after the lighthouse-keeper had witnessed the sinking and only found one survivor and the bodies of three women. A pilot boat later brought in seven more survivors and another body.

Other searching craft returned empty-handed.  
Most of the victims emanate from Nantes whence the excursion started at nine o'clock yesterday morning.

SURVIVOR'S STORY.

Nantes, June 15.  
It will probably be several days before details are available regarding the victims of the disaster to the St. Philibert, which is 139 tons, but it is feared the death toll will exceed 400 as there is no news of any further rescues.

Survivors confirm that the deciding factor was the action of the passengers who crowded on the starboard side.

A 21-year-old Nantes cabin-maker said that most of the passengers went to the starboard side for shelter from the storm, he however, realised the danger when huge waves enveloped the ship a number of times, and being an excellent swimmer dived as the ship turned over. He was dragged under and when he came to the surface he saw a swarm of human beings desperately clinging to the ship, which was floating keel up.

Next he saw the vessel suddenly disappear drawing every one down with her.

A young factory hand supported his wife for an hour, but he then became exhausted and was forced to let her go.

Another survivor lost his wife, his mother and daughter.

Not Worth While.

Asked if he wished his family to be notified of his rescue, the cabin-maker said: "It is not worth while my family is at the bottom of the sea."  
[The St. Philibert is a steel-screw vessel of 180 tons and was built in 1923 at Nantes. She is owned by the Nantaise de Navigation and Vapeur Company (Services des Messageries de l'Ouest), and is used for pleasure trips down the Loire.]

## ROUND THE WORLD IN RECORD TIME!

GERMAN AND JAPANESE ON ADVENTUROUS TRIP.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, June 15.  
The *Asahi's* round-the-world champion Fukuma, who is proceeding on a web course, arrived at Shanghai to-day by air, and hopped off for Seoul at 10:30 a.m. From there he will catch a train.

Fritz Kaufmann, the champion of the Berlin evening newspaper, Friedrich Moros, who left Berlin on the 6th instant, on a similar round-the-world trip, took an aeroplane here and left for Tokyo at 11:30.

He regretted that he had missed the Empress of Japan, which left Yokohama on the 15th. His delay was due to a hold-up of his train in Siberia.

## POSEIDON WRECK ABANDONED.

SUBMARINE COVERED WITH 12FT. OF MUD.

[THROUGH REUTER'S AGENCY.]

CHEONG, June 15.  
The salvage operations in connection with H.M. submarine Poseidon have been abandoned by Admiralty instructions, owing to the Poseidon being covered with 12ft. of mud.  
All units have returned to harbour.

MESSAGE OF SYMPATHY FROM H.E. THE GOVERNOR OF MACAO.

The Hon. the Colonial Secretary has kindly forwarded the following message of sympathy received by H.E. Sir William Peel, K.C.M.G., K.B.E., from H.E. the Governor of Macao:—

Government House, Macao, 12th June, 1931.  
Your Excellency,—It pained me very much to learn of the distressful accident resulting in the loss of so many lives when H.M. Submarine "Poseidon" was lost at Wei-hai-wei.

In my own name and on behalf of my Government I wish to express my feelings of regret and condolences with the British Government and with the families of the deceased men.

I have the honour to be, Your Excellency's most obedient servant,  
(Sd.) J. A. DA MATA OLIVEIRA, Governor.

(Continued on next Column.)

## THE POSEIDON FUND.

GENEROUS SUPPORT FROM ALL SECTIONS OF THE COMMUNITY: BROKERS' ASSN. SENDS \$1,000.

A GENERAL "NAVY LEAGUE POSEIDON FUND" ARRANGED.

"The Poseidon Fund," started by this paper, has now reached the gratifying figure of \$4,100, a total of \$2,688 having been received yesterday. Early in the day a cheque for \$1,000 was received from the Exchange Brokers' Association of Hong Kong; \$340 came from the Staff of Messrs. Butterfield & Swire, the *taipan* (Mr. T. H. R. Shaw) had already sent \$100; from Mr. T. E. Pearce \$250, while personal cheques for \$100 each came from the Hon. Mr. W. T. Southern, C.M.G., and Mr. and Mrs. L. C. F. Bellamy. A glance at the list, and especially at the substantial subscriptions from the staffs of several firms shows how widely sympathy is felt with the dependents of the men lost in the Poseidon.

At a meeting of the Navy League Committee, attended also by representatives of the local newspapers, it was decided that the fund be in future known as the NAVY LEAGUE POSEIDON FUND.

Mr. S. A. Arthur has been appointed Hon. Secretary of the Fund. Subscriptions to the Fund can be sent either direct to Mr. S. A. Arthur, of 10 Gibb, Livingston & Co. Ltd., P. O. Building, or to *The Hong Kong Daily Press*.

May we remind our readers, once more, that the Fund is for the relief, over a large number of years, of the dependents of twenty gallant men who lost their lives in this disaster. Many funds have been opened in China, and no doubt, in most parts of the British Empire, but a special responsibility rests with Hong Kong the Far Eastern base of the China Fleet.

## DONATIONS RECEIVED YESTERDAY.

Previously acknowledged	\$1,402.00
The Exchange Brokers Association of Hong Kong	1,000.00
The Staff of Butterfield & Swire	340.00
Mr. T. E. Pearce	250.00
The European and Chinese Staff, Canadian Pacific Railway	150.00
Hon. Mr. W. T. Southern	100.00
1st Battalion South Wales Borderers	100.00
Croucher & Co.	100.00
Mr. and Mrs. L. C. F. Bellamy	100.00
Douglas Lapraik & Co.	100.00
John D. Humphreys & Son	100.00
The Staff of China Provident Loan and Mortgage Co.	65.00
Mr. G. S. Archbutt	50.00
The European Staff of Registry and Land Office	42.00
Mrs. A. de Mello (Macao)	25.00
Mr. Lo Cheung Shiu	25.00
Mr. H. R. Sturt	25.00
The Dunlop Rubber Co. Ltd.	25.00
Mr. and Mrs. E. W. Hamilton	25.00
Mr. M. F. Key	25.00
The Ladies Committee, Chess Club	25.00
P. A. D.	20.00
Mr. E. W. Carpenter	10.00
Mr. R. Hancock	10.00
Private J. C. Raven, "B" Co., 2/A and S. H.	5.00
Mr. K. S. Nawab Khan	5.00
Soldiers' Wives, Stonecutters (East)	4.00
Mr. K. Kusano	2.00
Total	\$4,100.00

YOU CAN SEND YOUR SUBSCRIPTION WITH THIS FORM—

"THE HONG KONG DAILY PRESS"

Please Receive \$

On behalf of the Navy League Poseidon Fund

Name

Address

## TWO FATAL AIR CRASHES.

PILOT AND PASSENGER BURNED TO DEATH.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 15.  
News was received by the Air Ministry, last night, that an aeroplane owned and piloted by Harry Brock with John Robertson as passenger, crashed in France yesterday, and burst into flames, both occupants being burned to death.

Well-Known Pilot Killed.  
Kenneth Murray, well-known as one of the finest and most careful amateur pilots, was killed at a private air display at Cambridge on Saturday. Murray was finishing an aerobatic exhibition and was beginning to dive from about one thousand feet when the starboard wing broke and he spun to the ground.

Sir William Peel's Reply.  
Sir William Peel's reply was as follows:—

13th June, 1931.  
Your Excellency,—I thank you for your letter of the 12th instant, expressing condolences with the British Government in regard to the loss of life in the recent accident to H.M.S. "Poseidon". I deeply appreciate your message.

I have the honour to be, Your Excellency's most obedient servant,  
(Sd.) W. PEEL, Governor.

His Excellency J. A. DA MATA OLIVEIRA, Government House, Macao.

## POLAR SUBMARINE DISABLED.

PORT MOTOR DAMAGED: BATTERIES "DEAD."

[REUTER'S AMERICAN SERVICE.]

New York, June 14.  
The Polar exploration submarine Nautilus is disabled in mid-Atlantic. The steamship Independence Hall is standing by and the United States battleships Arkansas and Wyoming are steaming to the scene.

The Arkansas and Wyoming are standing by the Nautilus and in wireless messages, report that the latter's starboard engine and port motor are disabled and her batteries dead.

The warships are waiting until the sea is moderate to tow the submarine to the nearest port, probably Queenstown.

It is understood that the damaged batteries in the Nautilus resulted from a mishap yesterday, when one of the engine cylinders cracked.

To Proceed Under Own Power.

New York, June 15.  
The President Roosevelt is standing by the Nautilus. She reports that the latter is proceeding under power of her own undamaged port engine.

Futile Attempt to Establish Contact.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 15.  
The submarine Nautilus, in which the well-known Australian explorer and naturalist, Sir Herbert Wilkins, is travelling to London en route for Spitzbergen and the North Pole, was disabled in mid-Atlantic yesterday.

It is reported this morning by the United States battleship Arkansas that she had spent several hours making futile attempts to establish contact with the Nautilus in order to take her in tow. An eight-inch Manila hawser was placed in position but the submarine was unable to make fast owing to the rough sea and inability to manoeuvre.

[A message from New York, dated June 5, stated:—The submarine Nautilus is leaving for London this evening, having concluded satisfactory speed trials off Provincetown, Massachusetts.

Her commander, Lieut. Comdr. Danenhower, stated that the craft would have a cruising speed of eleven knots.

The submarine has already been equipped for her Polar dash. She has a stock of food sufficient to last her crew for eighteen months, and sufficient fuel oil to enable her to cover from four to five thousand miles.]

## QUIET CORPUS CHRISTI IN ROME.

Rome, June 4.—The big church processions usual on Corpus Christi Day did not take place, in accordance with the Pope's desire to avoid any further friction with the Fascists.

The Pope himself to-day received Cardinal Pacelli, his Secretary of State, and the Runic accorded to the Quirinal, and discussed with them the decisions of the Fascist Grand Council regarding Italy's relations with the Vatican. Nothing, however, has so far transpired concerning the outcome of these deliberations.

## LILY LANGTRY'S HUSBAND.

SURPRISE MARRIAGE.

Sir Hugo Gerald de Bathe, whose wife, Lily Langtry, the world-famous British actress, died in 1929, recently sprang a surprise on his friends.

He presented to them a charming woman as "My wife, Lady de Bathe."

Some months ago Sir Hugo, who is in his sixtieth year, gave up his villa at Venice and bought a residence at Calvi, in Corsica.

In reply to an inquiry as to when he married, Sir Hugo said: "Some ten days ago at Ajaccio, in Corsica."

Asked why he had not announced the event earlier, he replied: "Because it was nobody's business but our own."

## MANCHURIA TO SUPPORT CHIANG?

50,000 TROOPS DISPATCHED TO PEIPING.

[THROUGH REUTER'S AGENCY.]

PEIPING, June 15.  
Although the dispatch of 50,000 Manchurian troops to the vicinity of Peiping is officially stated to be merely routine replacement, the movement is generally regarded as an indication that Manchuria is determined to support Nanking to prevent any northern military leaders giving assistance to Canton.

## "ROMAN WALL" OF FRANCE.

NAVAL ASSISTANCE IN DEFENCE PLAN.

AFRICAN TROOPS BY FAST SHIPS.

How to ensure the prompt arrival in France of the military units stationed in North Africa, whose presence is necessary to bring the French army up to war strength, is a vital problem to which a solution is now being sought in Paris.

In this matter there is close co-operation between the military and naval authorities, and, in fact, the steady expansion of the French navy has been made possible only by the support of the military element.

The existing scheme of mobilisation makes provision for the assembly of troop transports at Algiers, Bone, Philippeville, and Bizerta—the principal ports of embarkation in Algeria and Tunisia—at the first threat of crisis, and for the protection of military convoys crossing to France by cruisers, destroyers, submarines, and aircraft.

It is felt, however, that this system of defence would not deter an enterprising foe from attacking the convoys, especially as the latter would consist of slow ships. Yet any serious delay in the arrival of troops from Africa might have a disastrous effect on the military situation.

It is therefore proposed to build at Government expense a number of fast ships for the special purpose of conveying troops across the Mediterranean between Algiers and Marseilles. The first three are to be built under the programme of public works, for which funds are now being asked.

According to designs drafted by M. Rougeron, the naval engineer, they will be steamers of about 7,000 tons, built on cruiser lines, with a speed of twenty-seven knots. They will be strongly constructed, with many water-tight compartments to minimise the effect of torpedo attack. Besides acting as transports they would be capable of doing duty as armed cruisers.

Peace-time Uses.

In peace time they would ply as ordinary passenger steamers between France and North Africa. Owing to their high speed they would be expensive to operate, but by making the passage in less than two-thirds of the time now taken they would, it is believed, attract sufficient patronage to make the service pay.

In war they would automatically pass under naval control and be reserved exclusively for the conveyance of troops. Crossing at night, with an escort of swift destroyers, they would be reasonably safe from molestation. Should the first vessels prove successful, others will be built, the aim being to provide a fast fleet capable of transporting a division in one convoy.

This plan is part of the naval contribution to the far-reaching scheme of national defence which has already produced a "Roman wall" of fortifications from the North Sea to the Swiss frontier. It will be completed by the projected Trans-Saharan railway, which will enable France to tap the immense reserves of manpower in her West African territories.

Even the new battle cruiser, too, laid down this year, has been authorised with a military purpose in view.

## FIFTH PLENARY SESSION OF C.E.C.

CHIANG RE-ELECTED PRESIDENT.

[THROUGH REUTER'S AGENCY.]

NANKING, June 15.  
The fifth plenary session of the C.E.C. to-day re-elected Chiang Kai Shek as President.

Upon the recommendation of Chiang Kai Shek the plenary session appointed presidents and vice-presidents, respectively, of the five Yuans as follows:—

Executive Yuan:—President, Chiang Kai Shek; Vice-President, T. V. Soong.

Legislative Yuan:—President, Lin Sen; Vice-President, Shao Yuan Chang.

Judicial Yuan:—President, Wang Chang Hui; Vice-President, Chang Chi.

Examination Yuan:—President, Tai Chi Tao; Vice-President, Liu Lu Yin.

Control Yuan:—President, Yu Jen; Vice-President, Chen Kuo Fu.

Also upon the recommendation of Chiang Kai Shek Marshal Chang Hsueh Ling was reappointed Vice-Generalissimo.

## "RED" MENACE IN KIANGSI.

GOVERNMENT TROOPS REPULSED.

(From Our Own Correspondent.)

KIUKIANG, June 4.  
These are the eventful days in this part of China. The 28th Division has had orders to check the advance of the Communists' army, and the 27th Division was instructed to support the 28th as soon as the two forces could make contact.

The latter answered: "We will join them at once." The Communists intercepted the message and, knowing that the 27th Division was in fact not moving, they hastily attacked the 28th and inflicted a severe defeat.

A General's Escape.

General Kong Ping Fan was among the prisoners, but he had had time to disguise himself as a private soldier. He was not recognised, and like the rest of the prisoners, he was given \$1 for travelling expenses and told to go home. He did well not to be forcibly enlisted as a "Red".

Red Successes.

Following the defeat of the 28th Division no less than six divisions were attacked in turn and all of them suffered severe losses. The forces concerned were the 13th, 43rd, 47th, 54th and 57th divisions.

Big Losses and Desertions.

General Ho Ying Ching was perhaps obliged for personal and political reasons to go to the Nanking Convention, but his long absence was certainly a military mistake. The Government troops have lost their prestige, and since the beginning of the campaign, they admit that they have had 10,000 rifles captured, not counting machine guns and field guns. Of course they never say how many regular soldiers desert to the Communists. Party, but we know that about 4,000 went over to the Communists.

The general opinion seems to be that the situation has not improved since last October. A friend of mine who is right at the front says that things are going like on square wheels in the deep sand path!

The Central Government recently sent fresh troops to Kiangsi, the 14th, 11th and the 8th divisions. The first units to arrive were rushed to the fighting lines, but all these troops were defeated. The Communists are entrenched in carefully prepared positions and easily repulse all attacks and scatter their assailants in disorderly flight. Some of the Government troops are already back in Kiukiang, saying that they are fed up with war. All they want is to go back home!

are the real enemies of Canton. "I have determined to eradicate the Communist menace," he says, "or else die in Kiangsi."

"CRACK" DIVISIONS TO ATTACK SWATOW?

(Fah Tai Yat Pab.)

CANTON, June 15.  
According to a military report from Swatow, the two "crack" divisions, under the direction of General Chen Ming Shu, are making rapid advance towards the south from Kiangsi. Their vanguard is reported to be marching to Hingning, a district in north-eastern Kwangtung, apparently with Swatow as their immediate objective.

Mr. Hsu Chung Ching, the newly appointed President of Sun Yat Sen University, formerly assumed office this morning at 11 a.m. in the midst of an impressive ceremony.

The University auditorium was the inaugural ceremony took place was packed with people, many students of the institution. Among the high officials of the Canton Government present were Mr. Wang Ching Wei, Mr. Sun Yat Sen, General Li Tsung Jen, Pei Chun Hai, Chang Fat Fui, Huang Hui Ping, Mayor C. T. Ching, Mr. Li Ki Man, and Mr. Tang Chak Yu.

Mr. Sun Fo, who administered the oath of office on behalf of the National Government here, and a trustee of the University, delivered the opening speech. He gave a vivid account of how the institution of higher learning was first organized by his father, the late Dr. Sun, and his intended object.

The speaker then went on to denounce the uncertainty of the Chiang Kai Shek and the Nanking Government, declaring the "Nanking despot" was no better than the rest of the militarists. The Nanking Government was a one-man Government, and all the officials, high and low, were responsible to the Dictator alone, and to no one else. The sublime principles of the Kuomintang, the lofty teachings of Dr. Sun Yat Sen, and everything democratic have long been relegated to the rear. Public funds are squandered, corruption rampant, public opinion muzzled, and the people oppressed a thousand times more than in the days of militarism. So long as Chiang Kai Shek is in power, there can be no democracy in China. The thing to do is to drive him out without delay, and the University as an educational institution can do a great deal towards arousing public opinion against such a dictatorship.

Mr. Wang Ching Wei, whose oratory has long been a source of admiration, also spoke. He maintained that what China wanted was a democratic and not dictatorial form of Government.

Others speakers included General Li Tsung Jen and the new President of the University. The latter said that he would do all he could towards making the University one of the best institutions of higher learning in the East.

## SUN YAT SEN UNIVERSITY.

NEW PRESIDENT ASSUMES OFFICE.

(From Our Own Correspondent.)

CANTON, June 15.  
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CHEN-MING SHU AND CANTON.

"ERADICATE COMMUNISTS OR DIE IN KIANGSI."

(From Our Own Correspondent.)

CANTON, June 15.  
General Chen Ming Shu, in reply to the telegram of Messrs. Wang Ching Wei, Sun Fo and other prominent figures in the movement for the overthrow of Chiang Kai Shek, urging him to side with the Canton cause, declared that the actions of General Chen Tai Tong were bringing ruin to the country and untold suffering to the people. The message of the former Governor of Kwangchow was dispatched from Kanchow, Kiangsi, and was received here yesterday.

It states that China's greatest enemies are the Communists. They must be suppressed by all means, and at any cost. To General Chen Ming Shu there was no compromise. He was against civil strife in any form. It was gratifying that General Chen Tai Tong agreed with him and the 19th Military Route in the matter of Communist suppression and the prevention of any internal strife. But when he went on his inspection tour of the West River district, General Chen Tai Tong changed his mind and did foolish things, thus bringing about the present deplorable situation. It was solely because of this that he had to flee from Canton.

The message then went on to ask by what means, if Chiang Kai Shek were driven out of power, are they going to keep the country united and the lawless elements suppressed? "Everybody in the world knows that you cannot do it. Then why do you want to oust Chiang Kai Shek? To say that you can keep the Communists suppressed after Chiang Kai Shek has retired is foolish."

The former Governor of Kwangtung concludes his message by appealing to the authorities in Canton to refrain from prolonging internal warfare, and to co-operate with him in the campaign against the Communists and brigands who

(Continued on previous Column.)



# Sports News

## WATER POLO.

### KOWLOON AND CHINESE ATHLETIC DRAW.

#### FOUR GOALS EACH SIDE.

In the Water Polo League yesterday, the senior game between Kowloon and Chinese Athletic was watched by a large number of spectators who were treated to a fast and thrilling game which ended in a draw of four goals each. Kowloon were under a slight disadvantage in playing without Simpson and Rodger, but they made the game from the beginning and Paget opened with a fast shot into the corner of the net. N. C. Raiton sent them further ahead. The Chinese got in a goal at this stage, but Raiton followed up with two more goals. Kowloon marked time with the four goals while the Chinese helped themselves to a second goal before the interval. The second half was marked by a play in which the Chinese showed considerably improved form and adopted more successful tactics. They lost no time when scoring a goal, and they scored their third goal half way through the second half. There was an invasion from their supporters when the Chinese scored their fourth goal to equalise, and there was an exciting struggle for the mastery when the final whistle sounded.

The teams were:—  
Kowloon:—G. Angus, Meadows, Mitchell, Raiton, N. C. Raiton, Stoker and Paget.  
Chinese A.A.:—Chan Sek Pui, Lee Yee Long, Ng Kam Chuen, Lam Chi Keong, Yeung Man Kit, Choi Chek Lau and Chan Tam Cheung.

#### Argylls v. Royal Artillery.

In the junior game, the Argylls and Sutherland Highlanders gave evidence of their capabilities by a runaway victory over the 31st Heavy Battery, R.A. While the Artillery played a better game in the second half, they were unable to control their opponents who played with perfect understanding. The Argylls scored five goals in the first half and added three later, making a total of eight goals to nil.

The teams were:—  
Argylls:—Christie, Fairbrother, Anderson, Ferguson, Gray, McPhee and Jackson.  
Royal Artillery:—Lt. Christian, Lewis, Lowen, Phillips, Moore, Fial and Scott.

## LEAGUE TENNIS.

### CLUB LOSE TO KOWLOON.

On their own ground, Hong Kong Cricket Club lost to K.C.C. by 7 sets to 2 in the "A" Division of the tennis league yesterday.

The scores were:—  
C. E. Holmes and A. L. Sullivan (H.K.C.C.)  
lost to E. C. Fincher and F. Grose 4-0  
beat W. Hyde and T. Lay 6-4  
lost to A. E. Guest and C. E. Millard 1-6  
H. J. Armstrong and A. D. Humphreys (H.K.C.C.)  
lost to E. C. Fincher and F. Grose 2-6  
lost to W. Hyde and T. Lay 3-6  
beat A. E. Guest and C. E. Millard 6-1  
G. W. Sewell and R. H. Wild (H.K.C.C.)  
lost to E. C. Fincher and F. Grose 2-6  
lost to W. Hyde and T. Lay 4-6  
lost to A. E. Guest and C. E. Millard 6-6

## KOWLOON GOLF.

Wilson and Thompson, and Mundy and Hillier are the finalists in the Kowloon Golf Club Open Four-somes, which will be played off on Sunday week.

Last Saturday, the former pair beat Russell and Buxton, while Mundy and Hillier defeated Sanderson and Stoker in the semi-final ties.

Preparative for the stringer to watch the shape of the racket he is stringing. A "bump" here, or a "head" pulled down there, besides causing an undue strain on the gut will tend to become more apparent in time and impart an ugly and unfinished look to an otherwise well made racket.

## SPORTING GOODS FACTORIES.

### HOW THE RACKET IS SHAPED AND STRUNG.

#### "COOKING" A CRICKET BALL.

Millions of people play games without knowing how the implements of their favourite pastimes are made. How many lawn tennis players know how the delicately-balanced racket is made? Or how many cricketers are aware of the astonishing amount of care that goes into the making of every bat? We will tell you. First of all, take the tennis racket.

Like all stringed instruments, a tennis racket is a delicate article. Ash is the most popular wood for the making of tennis rackets. Beech and hickory are used at times, and, as yew, mahogany, walnut and chestnut wood are all necessary adjuncts, but the main structure, round which a racket is built is generally wood from English ash trees.

The trees are cut into lengths and then strips are taken from these lengths, which, under steam heat, become pliable and yield to manipulation which transforms the straight length into its first stage, commonly known as an ash bend. These are left to season. It is many months before they are passed as being fit to work on.

#### Reducing Process.

When they are properly seasoned they are handed out to the "makers" for transforming into rackets. The first stage in this process is the gluing of wedge and inset, all in the rough, and the insertion of a piece of wood between the ends of the bend in order to give form to the handle of the racket to be. The bend is then subjected to a general reducing process.

This is carried out with the aid of an ordinary draw knife; but sometimes it is found necessary when the manufacturers are in a large way to reduce it by the aid of specially constructed machinery. The thickness of the frame is reduced considerably and the handle is shaved a-mat to a point. This allows room for the handle slips which are now fitted to each side and glued securely.

At this stage the racket looks a very rough and ready article, but it is now possible for the maker to start serious work on the racket, as there are no more additions to make, and from now onwards it is merely a question of reducing, with the aid of rasp, plane and sand-paper, the rough frame as it now is, to the finished article ready for polishing.

Great care has to be exercised in this process. It is necessary to turn out a well balanced frame, but the maker must judge for himself how much wood he can take away and still leave the racket strong enough to stand the strain put upon it by the stringer.

Once satisfied that the racket can be reduced no further, and having smoothed off the surfaces with the aid of sandpaper, the maker marks off with dividers the positions in which the holes must be drilled. Having performed this operation on a special drilling machine and neatly cut the slots for the strings on the outside of the frame, his task is over.

#### Polishing.

The racket is then sent to the polishing department where a startling change occurs. It goes in a very ordinary looking piece of wood and comes out at the end a shining object brilliantly polished and showing the grains and markings of the woods used. The secret of polish is to have a smooth surface. This is obtained in the first process called "filling in."

After this, it is a question of much hard rubbing, coupled with the addition of a small quantity of polish to avoid undue friction. No coating of varnish will ever impart the surface that this method is able to obtain.

The racket is now complete, save for the strings. While a stringer inserts the main strings into a racket a billiard in fixed to the top and the bottom of the inside of the frame to keep the racket in place while this operation is going on, and thus all danger of the frame being "pulled down" under tension is avoided.

#### Avoiding Bumps.

Once the main strings are pulled tight it is an easy matter for the experienced stringer to thread the crossings in and out of the main strings. He uses an awl to stop each hole as he pulls these crossings tight. Besides obtaining a high tension it is absolutely imperative that the crossings are

## VARSITY JOTTINGS.

### SOCIAL AND SPORTING EVENTS.

#### SWIMMING CLUB PICNIC.

The Hong Kong University Swimming Club held a launch picnic at Repulse Bay on Saturday afternoon, when more than 60 students took part. The launch left Blake Pier at 2.30 p.m., with the South China launch (to Clear Water Bay) at a distance, and returned at 7 p.m. No members of the staff were on board as they are away on holiday.

#### Football and Basketball Practice.

Although the summer vacation has started, the few who still remain in the University are not neglecting sport. They are having football practice every Tuesday and Thursday, and a basketball practice every Wednesday. Cricket practice is held almost daily at the Pavilion.

#### Athlete Returns to Malaya.

Mr. Lee Chwee Moke, of Eliot Hall, who was to participate in the Kwangtung Athletic Meet, which has been postponed indefinitely, has returned to Malaya, where he will be married at Malacca. Mr. Lee is a good pole-vaulter and broke the University record in this event in 1929, when he cleared 9 feet 9 inches. Since then he has bettered his record by a few inches on several occasions.

#### Medical Society.

At the last annual general meeting of the University Medical Society on June 2, the following were elected office bearers for the session 1931-32.

President—Prof. W. L. Gerrard.  
Chairman—Mr. V. Enok.  
Hon. Treasurer—Prof. L. T. Ride.  
Hon. Secretary—Mr. Lam Kow Cheung.

The following were elected to represent the students:—Mr. Lim Ngai Sieu (4th year), Miss L. Todd (5th year), Mr. A. Rodriguez (4th year), Mr. Goh Tek Wah (3rd year), Mr. J. A. Gutierrez (2nd year), and Miss H. Tsukasaki (1st year).

#### Dr. Au Compiles a Book.

Dr. Au Tai Tin, Haulin, reader in Chinese at the University, is now compiling a Chinese history book with maps and illustrations, which will be published soon. He is daily at work at the Chinese Library, with a few of his students.

#### The Jordan Library.

More book shelves are being made for the University Jordan Library, the popularity of which is increasing daily. A large amount of new books will soon be added.

#### The University Library.

During the summer vacation, the University Library is opened in the morning only (9.30 a.m. to 1 p.m.).

## TAKE CARE OF YOUR RACKET.

A Tennis Racket is almost as delicate an instrument as a violin and should be treated with as much care.

A Tennis Racket should never be hung against an outer wall.

If a Lawn Tennis Racket gets damp it should be rubbed over with a soft cloth and be allowed to thoroughly dry in the air in a press, and never put away in a waterproof cover until every trace of moisture has gone. Never dry by artificial heat.

Broken strings should be repaired at once, otherwise the Racket will go out of shape, and when once the Racket becomes warped it is useless.

A Racket should never be rested head downwards on a tennis court as, apart from the damp getting through the holes, the chemicals used for the upkeep of the court will ruin any gut.

The life of gut used on hard courts is very much shorter than when used on grass courts.

## WORLD'S GREATEST RACE MEETING.

### KING AND QUEEN TO ATTEND.

(BRITISH WIRELESS SERVICE.)

Rugby, June 15.  
The Royal Ascot Race Meeting opens to-morrow and Their Majesties the King and Queen, who are in residence at Windsor Castle, are to-day receiving guests who will remain at the Castle throughout the week. If the weather conditions are favourable their Majesties will drive daily during the four days' meeting to the course, which is approached by a fine avenue through Windsor Great Park.

Racing will, as usual, be of a high order as the best thoroughbreds in the world are competing in races for which the prizes are the heaviest offered as any race meeting. In aggregate the actual prize money exceeds £40,000, and, with the value of the sweepstakes contributed by the owners of competing horses, the value of money is estimated at over £60,000.

A new totalisator, which is the largest in the world, has been erected on course at a cost of over £250,000 and will be operated during the meeting by over a thousand men.

Their Majesties the King and Queen, who drove from Buckingham Palace to Windsor Castle on Saturday, visited Ascot en route and viewed the preparations which are being made for the races, and were greatly interested in tests that were being made on the totalisator.

## TOURIST TROPHY RACE.

### RECORD FOR ONE LAP BROKEN.

(BRITISH WIRELESS SERVICE.)

Rugby, June 15.  
In the Tourist Trophy Motor-Cycle Race, in which fifty competitors are taking part to-day, over the Isle of Man mountain course, P. Hunt on a Norton motor-cycle broke the lap record by travelling at an average of 75.27 m.p.h.

## DAVIS CUP TENNIS.

### AUSTIN BEATS KAWACHI.

(THROUGH REUTERS' AGENCY.)

London, June 15.  
At Eastbourne Austin beat Kawachi 6-1, 0-6, 9-6, 6-2.

## MOTERING GRAND PRIX.

### SIR HENRY BIRKIN SETS UP NEW RECORD.

(THROUGH REUTERS' AGENCY.)

Le Mans, June 14.  
Sir Henry Birkin, accompanied by Earl Howe, driving an Alfa Romeo, won the 24 hours' motoring Grand Prix here to-day, establishing a new record of 3,017 kilometres and 655 metres.

Sir Henry Ralph Stanley Birkin, who was born in 1893, is the only son of the late Sir Thomas Birkin, Bart, and is the third Baronet. Both Earl Howe and he are keen racing motorists and have entered for several international contests.

## GARAGE MECHANIC FINED.

### ATTEMPT TO RIDE A MOTOR-CYCLE.

Charged before Mr. Schofield at Central Magistrate yesterday with driving a motor-cycle without a driver's license and also without the owner's permission, a garage mechanic tendered the excuse that he was running the machine down-hill "without working the engine."

Inspector Salmon informed his Worship that the machine was under power at the time. Defendant was seen to wobble from side to side and take a dangerous bend in a way which would have resulted in an accident had there been a vehicle coming in the opposite direction.

The officer further stated that defendant was sent with another after to bring the machine to the garage on the instructions of the owner, but instead of pushing it along he thought he would try to ride it.

Defendant was fined \$15 on the two charges.

## HOW NOVELISTS CREATE.

### MR. GALSWORTHY'S METHOD.

#### THE SUBCONSCIOUS MIND.

Oxford.—Mr. John Galsworthy criticised the modern novel when he delivered the Romanes lecture on "The Creation of Character in Literature" in the Sheldonian Theatre last month.

As one "who has been trying to write novels of character ever a period of more than thirty years," he gave an inkling of how he goes about it.

"The vitality and freedom of character creation derives, as a rule," he said, "from the subconscious mind instinctively supplying the conscious mind with the material it requires. In attempting an illustration of that process you must forgive my being personal for a moment."

#### Subconscious Inspiration.

"I sink into my morning chair, a blotter on my knee, the last words or deed of some character in ink before my eyes, a pen in my hand, a pipe in my mouth, and nothing in my head."

"I sit. I don't intend; I don't expect; I don't even hope. I read over the last pages. Gradually my mind seems to leave the chair, and where my character is acting or speaking, leg raised, waiting to come down, lips opened ready to say something."

"Suddenly my pen jots down a movement or remark, another, another, and goes on doing this, haltingly, perhaps, for an hour or two. When the result is read through it surprises one, by seeming to come out of what went before, and by ministering to some sort of possible future."

"Those pages, adding tissue to character, have been supplied from the store-cupboard of the subconscious, in response to the appeal of one's conscious directive sense, and in service, to the saving grace of one's theme, using that word in its widest sense. The creation of character, however untrammelled and unconscious, thus has ever the guidance of what, perhaps, may best be called 'the homing instinct.'"

#### Lack of Individualism.

"The last few years have shown a tendency in the novel to forsake individualism for a kind of communism, to abandon the drama of individual character, exhibited under high light and high pressure, in favour of a well-high scientific exposition of the species, human being."

"The species as a whole has become the novelist's love, or object of detestation, rather than selected specimens of the species. The experiment is extremely interesting—especially to those who are making it. It has a vogue. Yet there are certain primary reasons why the creation of individual character by the novelist may never be adequately replaced by these subtle expositions of the generalised human soul."

"There is a deep craving in most of us to have interest in oneself from time to time replaced by interest in the self of another. This craving is satisfied by the creation of character in fiction much more frequently and soothingly than by real folk, even one's own friends and relatives."

"Shakespeare had in him the makings of a great novelist before he wrote the novel was born. Mr. Galsworthy said: 'If Shakespeare had not chanced to be an actor, or at least intimately connected with dramatic enterprise, he might well have innovated the character novel in this country and taken precedence of Cervantes as the first great realistic novelist.'"

## BIGGEST NEGRO IN NEW YORK.

### DEATH OF FAMILIAR FIGURE.

New York, May 16.—James Finch, familiar figure to hundreds of Harlem residents and believed to be the largest negro in New York, has died of uremia at the age of 52. Finch, who was best known as a sandwich man, weighed 600 pounds. He was given seven feet six inches in height and broad in proportion, and with the addition of this size top hat which he invariably wore, his gigantic stature soon made him a popular institution among the negroes in the region.

## FINANCIAL STRAITS OF GERMANY.

### DUE TO AGRARIAN POLICY.

#### GENERAL MARKETS STRANGLING.

Berlin.—It is still fashionable here to attribute Germany's economic straits exclusively to the annual payment of less than £100,000,000 in reparations. But Prof. Karl Brandt, of Berlin Agricultural University, declares that the Government's agrarian policy is costing the nation between £150,000,000 and £200,000,000 a year; is cramping the domestic market for industrial products; and is strangling its export trade.

In addressing a conference of the National Federation of Wholesale Provision Dealers at Karlsruhe the professor said that by import duties, monopolies and interferences with the markets the Government has raised the price of bread, corn, and fodder grains to 250 per cent. above the world's level. The object of these measures "was to rescue" thirteen big estates in East Germany, where—according to the latest established data—5,000 were irremediably in debt.

On the other hand, the rise in the prices of feeding grains meant a grave danger to the 3,000,000 peasant farms which were the backbone of German agricultural production, but which were devoted mainly to the raising of pigs and poultry and the growing of fruit and vegetables. The rise in the price of foodstuffs, the professor said, meant a further lowering of the real earnings of the mass of the German populace at a moment when necessary reductions in their money wages had already drastically contracted the nation's purchasing power.

"In contrast to the world market," said the professor, "we are unmistakably inflating prices, and in that way industrial exports will gradually become impossible."

(Continued on next column.)

## EX-ARMY OFFICERS AS TEACHERS.

### SPANISH MINISTER'S PROPOSAL TO ABSORB THEM.

Madrid, June 15.—Speaking at Valencia, Foreign Minister Lerroux made the surprising proposal that the thousands of officers dismissed from the army owing to the reduction of the country's military formation should be employed as teachers in the 30,000 new schools which the government desires to open in the country.

The electioneering campaign for the Constituent Cortes is progressing with very active participation of the "Republican group." The Communists also show the greatest activity in Madrid where big demonstrations acclaimed the programme for the distribution of the large estates among the peasants, the relentless fight against clerical influences and the creation of an armed guard of workmen.

#### Good Trade Returns.

The April returns of Germany's foreign trade, however, show a good development. True the value of exports (including reparation deliveries in kind) dropped from £43,350,000 to £40,900,000. But this decline is more than accounted for by the fact that in consequence of the Easter holidays last month contained two fewer working days than March. Moreover, April, on an average, shows a seasonable drop of 8 per cent. in exports, and this year the decline was only 6 per cent. A further slight correction in the figures is required by the fall in the price index from 84.8 in March to 84.3 in April (1928 equals 100).

Imports show a substantial rise, from £28,500,000 to £33,950,000. The increase—which is normal at this time of the year—is mainly in raw material and hard finished goods. The excess of exports over imports was £13,950,000, as against £14,150,000 in March.



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## China Motor Bus Company.

## REVISION OF FARES.

Commencing JULY 1st, 1931.

Route Nos.	Sections.	1st Class	2nd Class
1 & 12	Star Ferry ... Pak Hoi Street	10 cts.	5 cts.
1 & 12	" " " " Argyle Street	15 "	10 "
1 & 12	" " " " Sham Shui Po	15 "	10 "
1 & 12	Pak Hoi Street ... Argyle Street	10 "	5 "
1 & 12	" " " " Sham Shui Po	15 "	10 "
1 & 12	Argyle Street ... Sham Shui Po	10 "	5 "
7	Star Ferry ... Pak Hoi Street	10 "	5 "
7	" " " " Argyle Street	15 "	10 "
7	" " " " Prince Edward Road	15 "	10 "
7	" " " " Kowloon Tong	20 "	10 "
7	Pak Hoi Street ... Argyle Street	10 "	5 "
7	" " " " Prince Edward Road	15 "	10 "
7	" " " " Kowloon Tong	15 "	10 "
7	Argyle Street ... Prince Edward Road	10 "	5 "
7	" " " " Kowloon Tong	10 "	5 "
11	Prince Edward Road ... Kowloon Tong	10 "	5 "
11	To Kwa Wan ... U. S. R. C.	10 "	5 "
11	" " " " Yaumati Ferry	15 "	10 "
11	" " " " Argyle Street	15 "	10 "
11	U. S. R. C. ... Yaumati Ferry	10 "	5 "
11	" " " " Sham Shui Po	15 "	10 "
11	Yaumati Ferry ... Argyle Street	10 "	5 "
11	" " " " Sham Shui Po	15 "	10 "
11	Argyle Street ... Sham Shui Po	10 "	5 "
Monthly Tickets—Adults		\$9.00	
" " " "—Students		\$4.00	

## The Kowloon Motor Bus Company, Ltd.

## SCALE OF FARES.

Commencing JULY 1st, 1931.

Route Nos.	Sections.	1st Class	2nd Class
2, 6, 8 & 10	Between Star Ferry ... and Pak Hoi Street	10 cts.	5 cts.
2, 6, 8 & 10	" " " " " " Argyle	15 "	10 "
6, 8 & 10	" " " " " " Waterloo Road	15 "	10 "
8	" " " " " " Pr. Edward	15 "	10 "
6 & 10	" " " " " " Kowloon Tong	20 "	10 "
10	" " " " " " Kowloon City	20 "	10 "
2	" " " " " " Ngau Chi Wan	20 "	10 "
2	" " " " " " Yen Chow Street	15 "	10 "
2	" " " " " " Wong Yuk Village	20 "	10 "
2	" " " " " " Lai-chikuk	20 "	10 "
2, 6, 8 & 10	" " " " " " Argyle Street	10 "	5 "
6, 8 & 10	" " " " " " Waterloo Road	15 "	10 "
8	" " " " " " Pr. Edward	15 "	10 "
6 & 10	" " " " " " Kowloon Tong	15 "	10 "
10	" " " " " " Kowloon City	15 "	10 "
2	" " " " " " Ngau Chi Wan	15 "	10 "
2	" " " " " " Yen Chow Street	10 "	5 "
2	" " " " " " Wong Yuk Village	15 "	10 "
2	" " " " " " Lai-chikuk	15 "	10 "
8	Jun. W'loo Rd. ... Kowloon Tong	10 "	5 "
6	" " " " " " Waterloo Road	10 "	5 "
10	" " " " " " Kowloon City	10 "	5 "
10	" " " " " " Ngau Chi Wan	15 "	10 "
2	" " " " " " Kowloon City	10 "	5 "
2	" " " " " " Yen Chow Str.	10 "	5 "
2	" " " " " " Wong Yuk Vill.	15 "	10 "
2	" " " " " " Lai-chikuk	15 "	10 "
Monthly Tickets—Adults		\$9.00	
" " " "—Students		\$4.00	

## Kai Tak Motor Bus Co. (1926), Ltd.

## SCALE OF FARES.

Commencing JULY 1st, 1931.

ROUTE	BETWEEN	AND	1st Class	2nd Class
3	Star Ferry ... Austin Road		10 cts.	5 cts.
3	Star Ferry ... Kowloon Dock Gate		15 "	10 "
3	Star Ferry ... Ma Tau Kok Road		15 "	10 "
3	Star Ferry ... Kowloon City		15 "	10 "
3	Austin Road ... Kowloon Dock Gate		10 "	5 "
3	Austin Road ... Ma Tau Kok Road		15 "	10 "
3 & 4	Kowloon Dock Gate ... Kowloon City		15 "	10 "
3 & 4	Ma Tau Kok Road ... Kowloon City		15 "	10 "
4	Yaumati Ferry ... U. S. R. C.		10 "	5 "
4	Yaumati Ferry ... Bailey's Yard		15 "	10 "
4	Yaumati Ferry ... Ma Tau Kok Road		15 "	10 "
4	Yaumati Ferry ... Kowloon City		20 "	10 "
4	U. S. R. C. ... Bailey's Yard		10 "	5 "
4	U. S. R. C. ... Ma Tau Kok Road		15 "	10 "
4	U. S. R. C. ... Kowloon City		15 "	10 "
3 & 4	Ma Tau Kok Road ... Kowloon Dock Gate		10 "	5 "
5	Star Ferry ... Austin Road		10 "	5 cts.
Monthly Tickets—Adults			\$9.00	
" " " "—Students			\$4.00	

1st July, 1931.

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THE Partnership existing between myself and Messrs. CHAU OHK SUN, CHAU SHING WO and LAU YAU KEE has been Mutually Dissolved, and they have No Authority to act on my behalf in Any Capacity whatsoever, and I am Not Responsible for Any of their Debts.

A. W. MILLAR.  
Building and General Contractor,  
No. 184, LOCHARY ROAD,  
WANCHAI.

June 18th, 1931.

## Money and Markets

## COMPANY MEETING.

## PEAK TRAMWAY CO., LTD.

## EXCHANGE AFFECTS PROFITS FOR THE YEAR.

Mr. D. E. Clark, who occupied the chair at the annual meeting of the Peak Tramway Company, Ltd., yesterday, remarked in his speech, that the receipts for the past year showed an increase of over \$1,700. However, the profit for the year showed a drop of \$920.94, this being due to the fall in the exchange.

## Chairman's Speech.

Addressing the shareholders, the Chairman said:—The accounts for the year under review are very similar to those of the previous year, the profit being \$40,783.41 as against \$41,404.35, a drop of \$620.94. Traffic receipts, you will notice, show an increase of \$1,797.25, but, on the other hand, wire ropes have cost considerably more, owing to the fall in exchange, and this is responsible for the increase in "Maintenance & Repairs" of approximately \$4,000. Salaries and wages also show an increase. This is accounted for by steamer passages home for the Assistant Superintendent and passage out from home for the Superintendent. In the current year's accounts, we anticipate a considerable saving under this heading.

## Auditors' Fees.

During the year, it was decided to do away with the post of Assistant Superintendent and Mr. Chubb's services were dispensed with. Mr. Chubb joined the Company at the time of the change-over from the old steam haulage to the present electrical haulage plant. This change-over necessitated a lot of extra and anxious work for the Engineer-in-charge and it was considered advisable to engage an Assistant Engineer. We wish to place on record our appreciation of Mr. Chubb's services during the four years he was with the Company.

We propose, subject to your approval, to pay the same dividend as last year, viz., 8 per cent, and carry forward a slightly increased balance. The auditors have applied for an increase in their fees from \$250 each to \$350 each. Your Directors have agreed to this subject to your approval.

I don't think there is any other item in the accounts that calls for special mention and I now propose that the report and statement of accounts as presented be passed. After this has been seconded, I shall be pleased to answer to the best of my ability any questions shareholders may wish to ask.

Seconded by Mr. J. A. Tarrant, the motion was carried unanimously.

## Other Business.

The Chairman proposed, and Mr. D. Wilson seconded, the re-election of Sir Robert Ho Tung, Sir Elly Kadoorie, Hon. Mr. C. Gordon Mackie, Mr. A. B. Stewart, and Mr. M. H. Turner, to the Board of Directors. This was carried.

Messrs. Lowe, Bingham and Matthews, and Messrs. Linstead and Davis, were re-appointed auditors, on the proposition of Mr. W. Morley, seconded by Mr. J. D. Humphreys.

Mr. D. E. Clark presided, and was supported by Mr. A. B. Stewart (Director), and Mr. J. L. Quie (Secretary). Shareholders present were—Messrs. J. D. Humphreys, W. Morley, J. A. Tarrant and D. Wilson.

## UNION ASSURANCE SOCIETY.

## ANNUAL REPORT.

The report of the directors of the Union Assurance Society Limited, submitted to the ordinary general meeting held on April 24, is as follows:—

(Continued at foot of next column)

## IMPORTS—PRICES

## CURRENT.

The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

## Metals.

Home and Continental Prices down, also local market.

IRON AND STEEL—	QUOTATIONS, Continental.
Steel Nail Rods ... per picul	\$6.68
" Bars ... "	\$5.50-5.80
" Angles ... "	5.50
" Rods ... "	6.10
" Joists ... "	5.80
" Sheets ... "	10.50
" Plates ... "	6.10
Small round rods ...	6.10-6.20
Hoops, black steel ...	7.45
" galvanised ...	15.60
Black Tubes 1 1/2" ... Discount	70%
Wire Nails, 1 1/2" ... per picul	10.50
Galvanised corrugated sheets, 6' x 24 1/2" x 14"	\$243.10.70
" 24 1/2" x 14" ... "	\$243.11.70
Galvanised flat sheets, 1/2" ...	
1/8", 3/16" x 4' x 9' ... per lb.	\$14.40
Galv. wire 18/22 ... per picul	16.60-17.75

LEAD—	British.
B.M. Spot ... p. picul	\$16.20
" To arrive ... "	14.50
Australian ... "	16.20
B.H.F. Spot ... "	16.20
" To arrive ... "	16.20
ZINC SHEETS, 8 x 4 ... per picul	28.00
TIN PLATES—	British.
English L.G.W., 20" x 14"	
100 lbs. Spot ... p. box	\$18.80
" Do, To arrive ... "	16.80
English L.G.W., 18 1/2" x 14"	
110 lbs. Spot ... p. box	17.50
" Do, To arrive ... "	17.20
American L.G.W. (Spot) 20" x 14"	
100 lbs., 112 sheets ... per box	No stocks
American L.G.W. To arrive 20" x 14"	
100 lbs., 112 sheets ... per box	\$19.50

## Petroleum Products.

Kerosene prices reduced 50 cents per unit on 5/8/31.

WHITE ROSE BRAND ...	British.
per case	\$8.08
COMET BRAND ...	7.89
COKE ...	7.23
ELGIN BRAND ...	2 tins 7.50
" bulk	6.90
SCOTT MOTOR GASOLINE ...	case 11.15
SILVER LIGHT ...	case 7.89
CROWN BRAND ...	88 lbs. 3 tins 7.50
" 81 galls. 65 lbs. bulk	9.90
CROSS BRAND ...	81 galls. 71 lbs. 3 tins 7.50
" 81 galls. 71 lbs. bulk	9.94
LAMP GLASS ...	3 tins 7.85
SHELL MOTOR SPIRIT ...	case 11.15
" 3 tins	10.90
" bulk	10.40
Scale ...	gallon (ex pump) 1.25
YIN FO ...	case 7.89
TELCO MOTOR SPIRIT ...	11.15
" per gal. ex pump	1.25

## Flour QUOTATIONS

MARKET—	Very weak.
QUOTATIONS—	
American Patent ... per sack	\$4.50
" Straight ... "	\$2.00-3.20
" Cut off ... "	3.00-3.50
Australian No. 1 ... "	3.10-3.80
Canadian Cut off ... "	3.15-3.80
" Straight ... "	3.10-3.80
" Mixture ... "	3.00-3.50
" End Clear ... "	2.90-3.30
STOCKS—	
American ...	400,000 bags
Canadian ...	80,000 "
Australian ...	30,000 "
	510,000 bags

## Sundries.

WINDOW GLASS—  
Fair average sizes  
1/16" thick (18 oz.) p. box \$8.40-8.50  
1/8" " " " 17.20

## China, India and Straits Produce.

SUGAR—	Per Reported sales picul.	picul.
Java ...	\$9.12-9.33	6,800.00 (Spot)
" Do ...	9.23-9.43	1,520.00 (To arrive)
Fine White ...	9.13	165.00 (Spot)
Rough Brown ...	8.83-8.98	5,877.00 (Spot)
" Do ...	8.53-8.83	9,761.00 (To arrive)
Molasses ...	8.03	1,650.00 (Spot)

Fire Department:—The net premiums for 1930 amounted to \$1,023,012.15; the claims paid and outstanding amounted to \$243,325.10s. 9d. From the profits of this Department the sum of \$77,500 has been carried to Profit and Loss, leaving the Fire Insurance Fund at \$1,327,722.18s. 9d.

Accident Department:—The net premiums for 1930 amounted to \$347,994.16s. 11d.; the claims paid and outstanding amounted to \$241,883.17s. 2d. From the profits of this Department the sum of \$27,500 has been carried to Profit and Loss, leaving the Accident Insurance Fund at \$400,705.1s. 4d.

Profit and Loss:—The directors recommend payment of a dividend of \$160,000, of which sum \$20,000 has already been paid as an interim dividend in 1931, leaving a balance of \$22,959.12s. 4d.

## "Mac's" Cafeteria

## PATRONS

are now accommodated on the

## FIRST FLOOR DINING ROOM

in a

## COOL AND DELIGHTFUL ENVIRONMENT

## COLD

## BUFFET

## SPECIALITY

THE HONGKONG &amp; SHANGHAI HOTELS, LTD.

(INCORPORATED IN HONG KONG)

## SOVIET WHEAT EXPORTS.

7,000,000 TONS MORE THIS YEAR.

A wheat crop of 38,500,000 tons—7,000,000 tons more than last year—is expected by the Soviet this year, it was stated by M.I.E. Lubimoff, chairman of the Soviet delegation, in his statement before the London Wheat Conference. Last year's surplus for export on a crop of 29,500,000 tons was 6,100,000 tons.

The new principles of State and collective farming, combined with planned economy and the use of modern machinery, made it possible for the Soviet to enter the world market with high-quality grain and lower production costs than in a number of other countries.

Dealing with the regulation of the grain market, M. Lubimoff said that the Soviet could not agree to any reduction of the area under cultivation or to the establishment of minimum prices.

They were prepared to accept a proposal for the fixing of export quotas, provided that:

The Soviet quota is based on Russia's pre-war exports; All the big wheat exporting countries enter the scheme;

There are no preferential agreements; and

Adequate credits for financing the agreed quota are guaranteed to the Soviet.

Whatever methods are adopted, he emphasised, they must not lead to a lowering of the standard of life of the working masses.

## MOTORCYCLES OF THE FUTURE.

## WILL THEY HAVE CAR-TYPE BODIES?

A provocative article on the subject of weather protection for motorcyclists appears in the current issue of *Motor-Cycling*.

The writer, who commences by suggesting that the present-day motorcycle is in as backward a state, in some respects, as was the motorcar of last century, goes on to plead for motorcycle "bodies" somewhat on the lines of car bodies.

Upholstered seats, with back rests, windcreens, all the working parts hidden away out of sight like they are in a motorcar, adequate weather protection, and even two-seater, side-by-side bodies, are some of the things he suggests, and really, he states his case so logically that one is quite justified in picturing the motorcycle of the future as resembling a machine of to-day only in that it will still have two wheels.

Apart from that it will be equal to the smart two-seater sports car as regards comfort, appearance and cleanliness.

## DAIRY FARM DAINTIES

Summer Heat Has Its Own Reward

## ICE CREAM

## 6 Tempting Flavours

VANILLA  
CHOCOLATE  
STRAWBERRY  
ORANGE  
COFFEE  
LEMON

MADE with the purest of cream and sugar ... flavoured with fresh fruits ... Cool as a breeze, satisfying as a meal, nutritious but not too rich. That's our ice cream, and there's none better.

Take home a brick or measure as a surprise for to-night's dinner.

The Dairy Farm, Ice &amp; Cold Storage Co., Ltd.

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BOILER MAKERS,  
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OXY-ACETYLENE AND  
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ELECTRICAL  
ENGINEERS.THE TAIKOO DOCKYARD & ENGINEERING COMPANY  
—DRY DOCK—  
Length 787 Feet  
Depth on Centre of  
Sill (H.W.O.S.T.) 34 ft. 6 ins.  
—THREE SLIPWAYS—  
Capable of Handling Ships Up  
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Electric Cranes at Set Wall  
Capable of Lifting 100 Tons  
at 70 Feet Radius.BUTTERFIELD & SWIRE, Agents,  
HONG KONG, CHINA & JAPAN.TEL. ADDRESS: "TAIKOO DOCK" Hong Kong.  
TELEGRAMS: "BUTSWIRE"  
Cable: "BUTSWIRE"  
Cable: "BUTSWIRE"











# CHINA NAVIGATION COMPANY, LIMITED.

SHAI, NEWCHANG & DALNY	"CHENAN"	On 16th June, 10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 16th June, Noon
SHANGHAI	"SUIYANG"	On 17th June, 5 p.m.
AMOI & SHANGHAI	"TAIYUAN"	On 17th June, 5 p.m.
NEWCHANG	"KANOHOW"	On 18th June, 5 p.m.
HONGKOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 18th June, Noon
SHANGHAI	"NINGHAI"	On 19th June, 5 p.m.
SHANGHAI	"CHANGCHOW"	On 20th June, 5 p.m.
AMOI, SWATOW & SINGAPORE	"ANHUI"	On 21st June, 8 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 21st June, Noon
SWATOW & HANGKOW	"KIANGSU"	On 21st June, 4 p.m.
SHAI, NEWCHANG & DALNY	"CHINHUA"	On 22nd June, 5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 23rd June, Noon
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUOHOW"	On 23rd June, 2.30 p.m.
AMOI & SHANGHAI	"TSINAN"	On 24th June, 5 p.m.
HONGKOW, PAKHOI & HAIPHONG	"KINGYUAN"	On 24th June, Noon
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 24th June, 3 p.m.

From Holt's Wharf.  
For Freight or Passage apply to— **BUTTERFIELD & SWIRE**  
Telephone 30931.  
CARGO AND PASSENGER OAK BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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To AUSTRALIA. Calling at Manila (P. I.), Thursday 12, Cairns, Townsville, Brisbane, Sydney and Melbourne.

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FASTEST AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.  
ELECTRIC LAUNDRY, BARBER SHOP, SUNDRIES AND STEWARDESS CATERING.

Stop Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.  
FIRST CLASS FARE TO SYDNEY, 278 RETURN.

LONDON (via Australia) from 2138-16-7.  
(Australian Steamers on the line)

STEAMER, Day Hong Kong, Leave Hong Kong, Leave Manly, Day Sydney

CHANGTE, 10th July, 17th July, 21st Aug, 8th Aug.  
TAIPING, 11th July, 18th July, 22nd Aug, 9th Aug.  
CHANGTE, 8th Sept, 15th Sept, 18th Sept, 4th Oct.

**AUSTRALIAN-ORIENTAL LINE, LIMITED**  
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

## THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "PERU"

on or about 1st JULY

For PORT SAID, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, BREMEN, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

STEAMER	Day Hong Kong	Leave Hong Kong	Leave Manly	Day Sydney
M.S. "Peru"	28th June	1st July	28th July	1st Aug.
M.S. "Africa"	30th July	30th August	30th Sept.	3rd Oct.
M.S. "Annam"	28th August	28th September	28th Oct.	3rd Nov.
M.S. "Danmark"	28th Sept.	28th Oct.	28th Nov.	3rd Dec.
M.S. "Java"	28th Oct.	28th Nov.	28th Dec.	3rd Jan.
M.S. "Malaya"	28th Nov.	28th Dec.	28th Jan.	3rd Feb.
M.S. "Afrika"	28th Dec.	28th Jan.	28th Feb.	3rd Mar.

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Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

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**MAATSCHAPPY.**

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

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"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DREI and PENANG, on 18th June, at Noon.

Offers excellent Saloon accommodation.  
All lower berths. Doctor carried.  
English cuisine. Wireless telegraph.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to destinations in the Netherlands East Indies and Australia.

For Passage, apply—

**JAVA-CHINA-JAPAN-LIJN.**

Telephone 28015. YONG BUILDING, CHANCER ROAD.

## ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	JUNE 14, 1931.							JUNE 15, 1931.						
	Barometer at Sea Level	Thermometer	Wind	Direction	Force	State	Remarks	Barometer at Sea Level	Thermometer	Wind	Direction	Force	State	Remarks
Wladivostok	29.70	75.4	WNW	2	1	...	...	29.82	75.7	ENE	1	1	...	...
Nemuro	29.70	75.4	SSE	1	1	...	...	29.82	75.7	W	1	1	...	...
Hakodate	29.70	75.4	SE	1	1	...	...	29.84	75.8	S	1	1	...	...
Tokio	29.70	75.4	SE	1	1	...	...	29.86	75.8	S	1	1	...	...
Kochi	29.70	75.4	SW	2	2	...	...	29.82	75.7	SSE	1	1	...	...
Nagasaki	29.70	75.4	SE	1	1	...	...	29.80	75.7	S	1	1	...	...
Kagoshima	29.70	75.4	SE	1	1	...	...	29.76	75.6	S	1	1	...	...
Oshima	29.70	75.4	SE	1	1	...	...	29.75	75.5	S	1	1	...	...
Naha	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Ishigakijima	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Bonin Island	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Chefoo	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Shanghai	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Gutalaft	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Wenchow	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Foochow	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Amoy	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Swatow	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Taihou	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Taiwan	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Koharu	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Pescadore	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Hong Kong	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Gap Rock	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Macao	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Hoihow	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Pratas Island	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Phulien	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Tourane	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Cape St. James	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Baco	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Aparr	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Tuguegarao	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Vigan	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Manila	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Legaspi	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Calbayog	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Tacloban	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Loilo	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Cebu	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Surigao	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Saipan	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Guam	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Yap	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Pelew	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...
Labuan	29.70	75.4	SE	1	1	...	...	29.75	75.5	SW	1	1	...	...

June 15d. 10h. 35m.—A feeble anticyclone is central to the east of the Bonins. Depressions are situated over the lower Yangtze Valley and to the west of Hanoi. Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.22 inch. Total since January 1, 28.52 inches, against an average of 30.96 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON JUNE 16.

Distances	Forecast.
1.—Shanghai to Turnabout	(S.E. to S.W. winds, moderate; generally overcast, occasional rain.
2.—Turnabout to Hong Kong	Light, variable winds, fair.
3.—Hong Kong to Gap Rock	S. winds, moderate; generally overcast, occasional rain.
4.—Hong Kong to Hainan Straits	S. winds, moderate; generally overcast, occasional rain.
5.—North China Sea	None.

T. F. CLAXTON, Director.

## HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 15

Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer... 29.66	29.75	29.68
Temperature... 75	85	85
Humidity... 90	60	79
Wind... Calm	SSW	8
Force... 0	0	0
Weather... 0	0	0
Rain... 0.14	0.00	0.00

Highest open-air Temperature, 14.84  
Lowest open-air Temperature, 15.81

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

## DONT FORGET

THAT WHEN  
You are at Home  
you can get the  
HONG KONG  
DAILY PRESS  
at SELFRIDGES.

## HONG KONG TIDE TABLE.

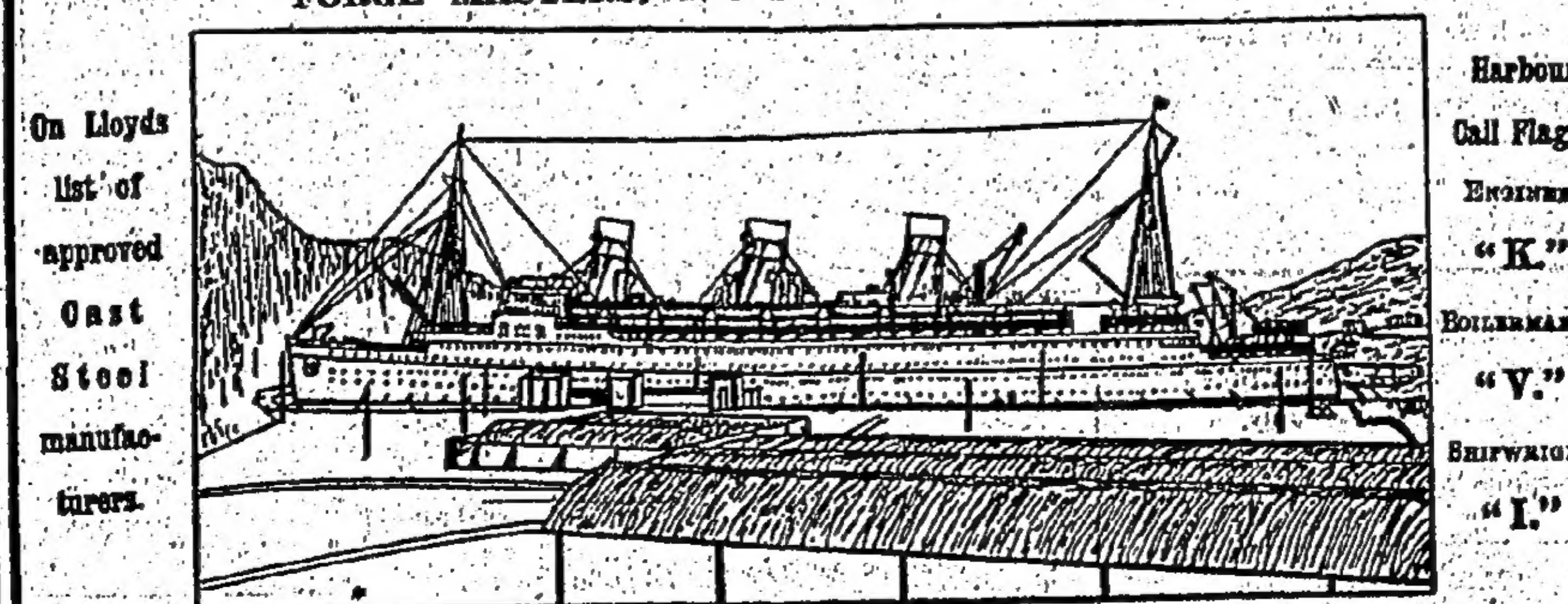
From June 16 to 22, 1931.

Days of Week	Date of Month	HIGH WATER.		LOW WATER.	
		Hong Kong Standard Time.	Height.	Hong Kong Standard Time.	Height.
Tues.	16	08 52	7.1	02 05	2.9
Wed.	17	09 30	7.5	02 40	3.0
Thur.	18	10 10	7.7	03 15	3.2
Fri.	19	10 55	7.9	03 50	3.5
Sat.	20	11 42	8.0	04 31	3.8
Sun.	21	12 30	8.1	05 12	4.1
Mon.	22	01 18	8.2	05 53	4.5

## THE HONGKONG & WHAMPOA DOCK CO., LTD.,

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In No. 1 Dock.—Dims. 688'-0" O.A. x 83'-6" x 48'-6" M.D.—25,000 tons gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700' x 88' x 30'-6" over all, H.W.O.S.T.

Salvage Tug "Henry Keenwick," 2,000 I.P.H. Wireless Call Signal: V.P.B.T.

and Flag Call Signal: T.H.Q.E. Showers capable of lifting 80 tons.

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Kindly send enquiries to the Chief Manager:

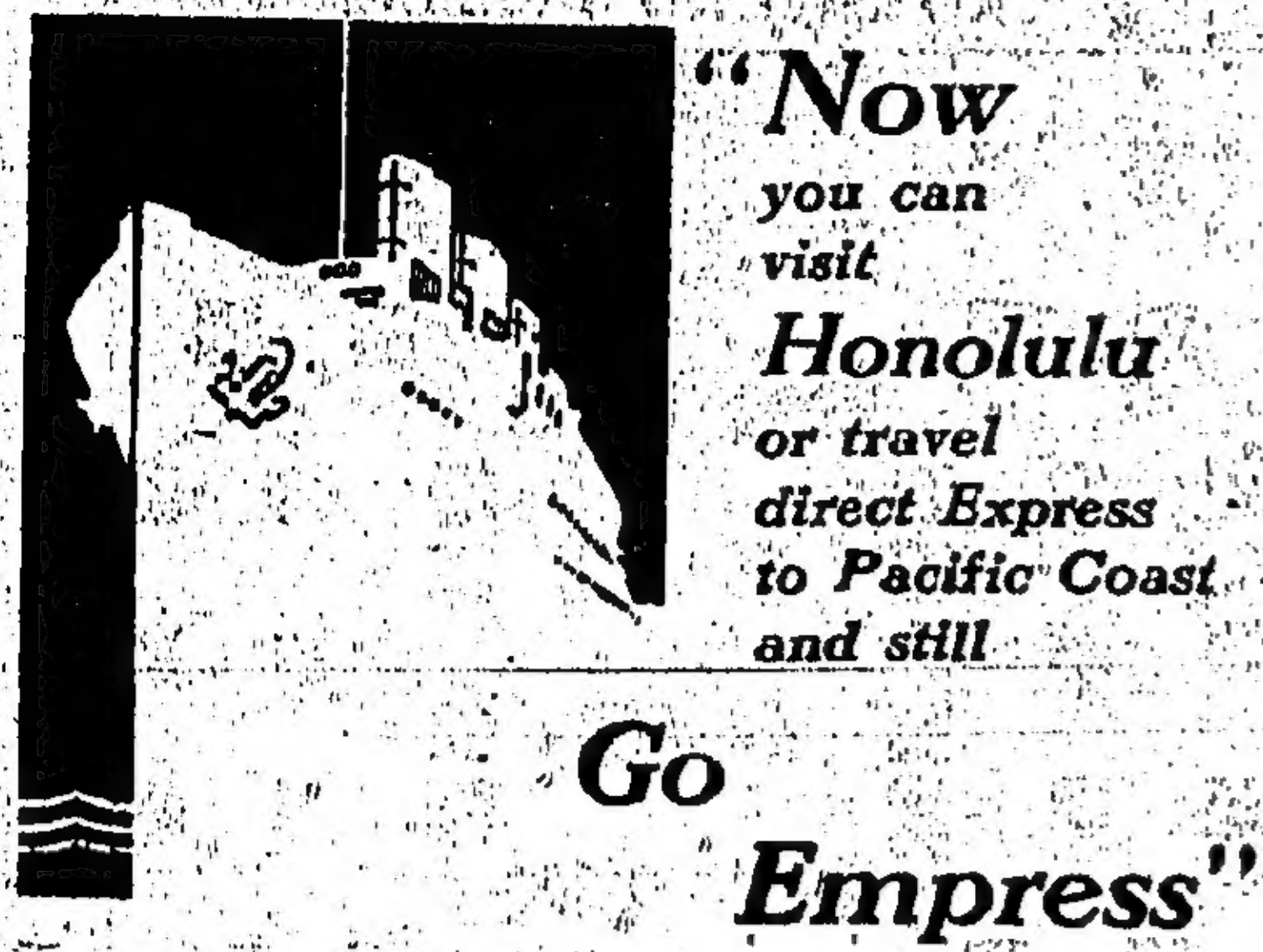
R. H. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI ...	"KWAISANG" "HANGSANG" "CHAKSANG" "WAISHING"	Wed., 17th June, at 10 a.m. Sun., 21st June, at 10 a.m. Wed., 24th June, at 10 a.m. Sun., 28th June, at 10 a.m.
SINGAPORE, PENANG & CALCUTTA ...	"HOSANG" "YUENSANG" "KUMSANG"	Tues., 16th June, at 3 p.m. Thurs., 26th June, at 3 p.m. Thurs., 2nd July, at 3 p.m.
OSAKA via AMOI, SHAL, MOJI & KOBE	"KUMSANG"	Thurs., 18th June, at 7 a.m.
OSAKA via AMOI, MOJI & KOBE ...	"SUISANG" "KUMSANG"	Wed., 1st July, at 7 a.m. Sun., 19th July, at 7 a.m.
SANDAKAN ...	"MAUSANG" "HINSANG"	Tues., 23rd June, at 8 p.m. Wed., 1st July, at 10 a.m.
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"CHIPSHING" "CHONGSHING"	Wed., 17th June, at 7 a.m. Thurs., 2nd July, at 7 a.m.
SHANGHAI ...	"YUSANG"	Fri., 19th June, at 10 a.m.





"Now  
you can  
visit  
Honolulu  
or travel  
direct Express  
to Pacific Coast  
and still

Go  
**Empress**

The White Empresses are the largest and  
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12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN  
TO CANADA AND U.S.A.

Hong Kong	Shanghai	Kobe	Yokohama	Honolulu	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
Empress of Russia... June 20	June 23	June 25	June 27	July 3	July 8
Empress of Japan... July 3	July 6	July 8	July 11	July 17	July 20
Empress of Canada... July 10	July 13	July 15	July 18	July 24	July 27
Empress of Russia... July 17	July 20	July 22	July 25	July 31	Aug. 5
Empress of Japan... Aug. 3	Aug. 6	Aug. 8	Aug. 11	Aug. 17	Aug. 20
Empress of Canada... Aug. 10	Aug. 13	Aug. 15	Aug. 18	Aug. 24	Aug. 27
Empress of Russia... Aug. 17	Aug. 20	Aug. 22	Aug. 25	Aug. 31	Sept. 4
Empress of Japan... Aug. 24	Aug. 27	Aug. 29	Sept. 1	Sept. 7	Sept. 10
Empress of Canada... Aug. 31	Sept. 3	Sept. 5	Sept. 8	Sept. 14	Sept. 17
Empress of Russia... Sept. 7	Sept. 10	Sept. 12	Sept. 15	Sept. 21	Sept. 24
Empress of Japan... Sept. 14	Sept. 17	Sept. 19	Sept. 22	Sept. 28	Oct. 1
Empress of Canada... Sept. 21	Sept. 24	Sept. 26	Sept. 29	Oct. 5	Oct. 8
Empress of Russia... Sept. 28	Oct. 1	Oct. 3	Oct. 6	Oct. 12	Oct. 15
Empress of Japan... Oct. 5	Oct. 8	Oct. 10	Oct. 13	Oct. 19	Oct. 22
Empress of Canada... Oct. 12	Oct. 15	Oct. 17	Oct. 20	Oct. 26	Oct. 29
Empress of Russia... Oct. 19	Oct. 22	Oct. 24	Oct. 27	Nov. 2	Nov. 5
Empress of Japan... Oct. 26	Oct. 29	Oct. 31	Nov. 3	Nov. 9	Nov. 12
Empress of Canada... Nov. 2	Nov. 5	Nov. 7	Nov. 10	Nov. 16	Nov. 19
Empress of Russia... Nov. 9	Nov. 12	Nov. 14	Nov. 17	Nov. 23	Nov. 26
Empress of Japan... Nov. 16	Nov. 19	Nov. 21	Nov. 24	Nov. 30	Dec. 3
Empress of Canada... Nov. 23	Nov. 26	Nov. 28	Dec. 1	Dec. 7	Dec. 10
Empress of Russia... Dec. 1	Dec. 4	Dec. 6	Dec. 9	Dec. 15	Dec. 18
Empress of Japan... Dec. 8	Dec. 11	Dec. 13	Dec. 16	Dec. 22	Dec. 25
Empress of Canada... Dec. 15	Dec. 18	Dec. 20	Dec. 23	Dec. 29	Jan. 1

Special Through Fares To Europe  
£120-£112-£83-£79

HONG KONG-MANILA

Leave	Arrive
EMPEROR OF RUSSIA... June 25	June 27
EMPEROR OF JAPAN... July 10	July 12

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PACIFIC**

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**SAN FRANCISCO** via Shanghai, Japan Ports & Honolulu  
OHIOHIBU MARU... Wednesday, 24th June  
TATSUTA MARU... Wednesday, 24th June  
**SEATTLE, VANCOUVER** via Shanghai & Japan Ports  
HEIAN MARU... Tuesday, 30th June  
HIKAWA MARU... Tuesday, 30th June  
**LONDON, MARSEILLES, ANTWERP, ROTTERDAM,**  
via Singapore, Penang, Colombo & Suez.

KASHIMA MARU... Saturday, 27th July  
YASUKUNI MARU... Saturday, 11th July  
**SYDNEY & MELBOURNE** via Manila & Porto.  
ATSUTA MARU... Saturday, 27th June  
KAMO MARU... Saturday, 25th July  
**BOMBAY** via Singapore, Penang & Colombo.  
HAKODATE MARU... Saturday, 27th June  
TANGO MARU... Saturday, 11th July  
**SOUTH AMERICA (West Coast)** via Japan, Honolulu,  
Los Angeles, Mexico and Panama.

GINYO MARU... Tuesday, 30th June  
**NEW YORK, BOSTON** via PANAMA.  
TATSUNO MARU... Saturday, 4th July  
**LIVERPOOL** via Port Said, Stamboul (Constantinople),  
Genoa & Marseilles.

DURBAN MARU... Sunday, 19th July  
**CAIRO** via Singapore, Penang & Rangoon.  
CALOUTTA MARU... Tuesday, 16th June  
MORIOKA MARU... Monday, 29th June  
**SHANGHAI, KOBE & YOKOHAMA.**

AKITA MARU... Thursday, 18th June  
DELGOA MARU... Thursday, 18th June  
KAMO MARU (Nagasaki direct)... Friday, 18th June  
\* Cargo only.

For further information, apply to—  
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FRENCH MAIL STEAMERS

To Marseilles via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port Said.

Ship	Leave	Ship	Leave
CHENONOUX	23rd June	D'ARTAGNAN	23rd June
ATHOS II	7th July	ANDRE LEBON	7th July
D'ARTAGNAN	21st July	ANGERS	21st July
ANDRE LEBON	4th Aug.	G. METZINGER	4th Aug.
ANGERS	18th Aug.	SPHINX	18th Aug.
G. METZINGER	1st Sept.	PORTHOS	1st Sept.
SPHINX	15th Sept.	CHENONOUX	15th Sept.
PORTHOS	29th Sept.	ATHOS II	29th Sept.

We can issue Through Tickets to Europe, Asian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or Djibouti.

For full particulars, apply to—  
**COMMERCIAL LINE**  
For DUNKERQUE via Port-Said, Djibouti, Aden, Suez, Port Said, HAMBURG, ROTTERDAM.

For full particulars, apply to—  
**Cie. des MESSAGERIES MARITIMES.**  
Telephone 14651.

## Shipping News

Week-End Statement. Waterfront News.

### YESTERDAY'S FREIGHT RETURNS.

IMPORTS—14,400 TONS.  
THROUGH CARGO  
25,500 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

Ship	Cargo for	Through
British, Gleniffer, Shanghai	300	9,037
Haiyang, Swatow	300	—
Siakiang, Canton	—	250
Kwangtung, Hoikow	1,941	—
Kaiapoi, Kobe	2,500	1,000
	5,341	10,307
Dutch, Tjondari, Amoy	—	2,928 2,928
German, Oder, Singapore	1,100	7,133
	1,100	7,133
Norwegian, Daviken, Pakhoi	1,700	1,300
	1,700	1,300
Japanese, Calcutta Maru, Sakito	2,673	3,389
Roko Maru, Chefoo	1,900	500
	3,573	2,889
Chinese, Shun Chih, Saigon	2,000	—
An Lee, Swatow	400	950
Tak Hing, Autau	13	—
	2,413	950
Total	14,427	25,497

### ARRIVALS AND DEPARTURES

The arrivals and departures during the period under review were:

Ship	Arr.	Dep.
British	5	6
Dutch	1	0
German	1	1
Norwegian	1	0
Japanese	2	2
Chinese	4	2
Danish	0	1
Total	14	12

### ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Haiyang (British), Foochow, Swatow	243
Tjondari (Dutch), Dairen, Amoy	325
Daviken (Norwegian), Hai-phong, Pakhoi	473
Shun Chih (Chinese), Saigon	438
Total	1,479

### SHIPS IN HARBOUR

Wharves:—Kowloon: Calcutta Maru, Oder; Halls: Changte; Douglas, Laprak: Haiyang; Chiu On: Hydianga.

Docks:—Kowloon: Hosang, Limchow, City of Bombay, Koromiko; Taikoo: La Estrella Texaco, Kong Ning, Ravnefjell, Fatsan, Suiyang, Ninghai.

Buoys:—A4, Tjondari; A5, Daviken; A7, Dakar Maru; A10, Kiangsu; B1, Kwaisang; B2, Hosang; B3, Kwangtung; B8, Dorry; B15, Sinkiang; B17, Feng Lee; B18, Hirundo; B19, Roko Maru; B29, Cape St. Francis; C1, Ardant; C2, Shun Chih; C3, An Lee.

### CLEARANCES.

June 15.  
Chenan, for Shanghai.  
Dakar Maru, for Singapore.  
Daviken, for Canton.  
Hangsang, for Canton.  
Hydranga, for Swatow.  
Oder, for Keelung.  
Sinkiang, for Swatow.  
Taiyuan, for Canton.  
Tjondari, for Batavia.

Shun Chih, Chinese str., 1,251 tons, Capt. T. Thorbjornsen, from Saigon, buoy No. C2—Chang Tong Ha.  
Sinkiang, British str., 1,016 tons, Capt. F. Gibbs, from Canton, buoy No. B15—B. & S.  
Taiyuan, British str., 2,100 tons, Capt. R. Robertson, from Amoy, buoy No. B20—B. & S.  
Trianon, Norwegian str., 3,583 tons, Capt. Jacobsen, from Manila, Kowloon Wharf—Thoresen & Co.

### ARRIVALS.

June 14.

Daviken, Norwegian str., 1,773 tons, Capt. G. Svane, from Pakhoi, buoy No. A5—Sing Kee.

Halvard, British str., 1,217 tons, Capt. A. Hall, from Hoikow, West Point Wharf—Wo Fat Sing.

Oder, German str., 5,329 tons, Capt. H. Grant, from Singapore, Kowloon Wharf—Meichers & Co.

Roko Maru, Japanese str., 2,011 tons, Capt. K. Okubo, from Chefoo, buoy No. B19—D.K.K.

June 15.

An Lee, Chinese str., 992 tons, Capt. S. Kato, from Swatow, buoy No. C3—Yee Tai Hong.

Borneo, British str., 1,207 tons, Capt. R. A. Prichard, from Saigon, buoy No. B21—Wo Fat Sing.

Calcutta Maru, Japanese str., 3,212 tons, Capt. J. Kaneko, from Sakito, Kowloon Wharf—N.Y.K.

Chenan, British str., 1,355 tons, Capt. J. Newton, from Canton, Hoikow Wharf—B. & S.  
Feng Lee, Chinese str., 1,259 tons, Capt. Y. Yamaji, from Swatow, buoy No. B17—Loong Tai Hong.

Hangsang, British str., 1,356 tons, Capt. J. Moodie, from Swatow, West Point Wharf—J. M. & Co.

Kaiapoi, British str., 1,246 tons, Capt. J. Baldwin, from Port Hon' Kobe, Shumshui Anchorage—Williamson & Co.

Kiangchow, British str., 1,545 tons, Capt. W. J. King, from Hoikow, buoy No. B6—B. & S.  
Kwangtung, British str., 1,570 tons, Capt. A. F. Summerfield, from Hoikow, buoy No. B8—B. & S.

(Continued on previous column.)

## SMALL SPACE

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AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

S.S. "CITY OF BATAVIA" ... Have, London, Rotterdam & Hamburg ... 24th June

S.S. "CITY OF BOMBAY" ... London, Rotterdam & Hamburg ... 10th July

NEW YORK, BOSTON & BALTIMORE ... AMERICAN AND MANCHURIAN LINE

ALSO AGENTS FOR

**ANDREW WEIR & CO.**

SERVICES TO

BOSTON NEW YORK & BALTIMORE ... AMERICAN & ORIENTAL LINE

M.V. "FOYEBANK" ... 14th July

M.V. "LAGANBANK" ... 6th August

MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... 16th July

Leading for Mauritius, Réunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Lourenço Marques, Mozambique, Inhambane, Zanzibar, Mombasa, Kilimindi, Port Moller, Ladang Bay, Walvis Bay and Madagascar.

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STRAITS, JAVA, BULMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PANINDELLAR AND ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"BANPURA"	17,000	20th June, Noon	Bombay, Marseilles & London.
"KASHGAR"	9,000	4th July	Marsa, L'don, R'dm. & A'werp
"MIRZAPUR"	9,000	18th July	Strait, Colombo & Bombay.
"RAWALPINDI"	17,000	18th July	Bombay, Marseilles & London.
"PERIM"	7,700	25th July	Marsa, L'don, R'dm. & A'werp
"KHYBER"	9,000	1st Aug.	Marsa, L'don, R'dm. & A'werp
"SOMALI"	6,900	8th Aug.	Marsa, L'don, R'dm. & A'werp
"RAJPUTANA"	17,000	15th Aug.	Bombay, Marseilles & London.
"PADUA"	6,000	22nd Aug.	Marsa, L'don, R'dm. & A'werp
"KARMALA"	9,000	29th Aug.	Marseilles and London.
"CATHAY"	15,000	12th Sept.	Bombay, Marseilles & London.
"BOUDAN"	6,900	15th Sept.	Marsa, L'don, R'dm. & A'werp
"KALYAN"	9,000	26th Sept.	Marseilles and London.
"MANTUA"	11,400	10th Oct.	do.
"BURDWAN"	6,500	17th Oct.	Marsa, L'don, R'dm. & A'werp
"KASHMIR"	9,000	24th Oct.	Marseilles and London.
"NALDERA"	16,000	7th Nov.	Bombay, Marseilles and London.
"MACEDONIA"	11,000	21st Nov.	Marseilles and London.

\* Cargo only. † Calls Casablanca.  
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

### BRITISH INDIA-APCAR SAILINGS

Ship	Tons	From Hongkong	Destination
"SANTHA"	8,000	17th June	Singapore, Penang & Calcutta
"TALMA"	10,000	29th June	do.
"TAKADA"	7,000	7th July	do.
"SIRDHANA"	8,000	25th July	do.

\* Calls Port Swettenham.  
B.I.—Apcar line steamers have excellent accommodation for 1st and 2nd class passengers.

### EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Ship	Tons	From Hongkong	Destination
"ST. ALBANS"	8,000	3rd July	Manila, Batavia, Brisbane, Sydney and Melbourne.
"NELORE"	7,000	1st Aug.	do.
"TANDA"	7,000	31st Aug.	do.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.  
Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London and Suez.  
The P. & O. Branch Service of Steamers to London via Suez.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

### CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

Ship	Tons	From Hongkong	Destination
"TAKADA"	7,000	19th June	Amoy, S'hai, Moji, Kobe & Osaka.
"RAWALPINDI"	17,000	19th June	S'hai, Kobe & Yokohama.
"SOMALI"	6,900	30th June	do.
"SIRDHANA"	8,000	3rd July	Amoy, Moji, Kobe, Y'ham & Osaka.
"KHYBER"	9,000	3rd July	S'hai, Moji, Kobe & Yokohama.
"NELORE"	7,000	8th July	S'hai, Moji, Kobe, Osaka & Y'ham.
"TALMA"	10,000	17th July	Amoy, Moji, Kobe & Osaka.
"RAJPUTANA"	17,000	17th July	S'hai, Kobe & Yokohama.
"SANTHA"	8,000	31st July	Amoy, Moji, Kobe & Osaka.
"KARMALA"	9,000	31st July	S'hai, Moji, Kobe & Yokohama.
"TANDA"	7,000	7th Aug.	S'hai, Moji, Kobe, Osaka & Y'ham.
"BOUDAN"	6,900	8th Aug.	Shanghai, Kobe & Yokohama.
"CATHAY"	15,000	14th Aug.	do.
"TALMA"	10,000	14th Aug.	Amoy, Moji, Kobe & Osaka.
"KALYAN"	7,000	25th Aug.	Shanghai, Kobe & Yokohama.
"KALYAN"	7,000	25th Aug.	S'hai, Moji, Kobe & Yokohama.
"TAKADA"	7,000	25th Aug.	Amoy, Moji, Kobe & Osaka.
"MANTUA"	11,400	11th Sept.	S'hai, Moji, Kobe & Yokohama.
"KASHMIR"	9,000	25th Sept.	do.
"NALDERA"	16,000	10th Oct.	S'hai, Kobe & Yokohama.
"MACEDONIA"	11,000	24th Oct.	Shanghai, Moji, Kobe & Y'ham.
"RAJPUTANA"	17,000	7th Nov.	S'hai, Kobe & Yokohama.

\* Cargo only. † Calls Tsingtau and Wei-hai-wai.  
All dates are approximate and subject to alteration without notice.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the



